FEDERAL TRANSIT ADMINISTRATION

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

Baltimore, Maryland

Section 106 Assessment of Effects for Built Historic Properties

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Abstract

The Maryland Transit Administration (MTA), in coordination with the Federal Transit Administration (FTA), is proposing the Red Line light rail transit line, which would extend from western Baltimore County to the eastern edge of Baltimore City. The proposed 14.1-mile, east-west light rail transit line would connect the areas of Woodlawn, Edmondson Village, West Baltimore, downtown Baltimore, Inner Harbor East, Fell's Point, Canton, and the Johns Hopkins Bayview Medical Center Campus. The Red Line project is intended to improve system connectivity, transportation choices, and mobility in the project study corridor, support economic development efforts, and help improve regional air quality.

Because MTA is pursuing federal funding, the Red Line Project must comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), which requires federal agencies to consider the impacts of their undertakings on historic properties.

Section 106 regulations require that FTA, as the lead federal agency, identify historic properties within the project's Area of Potential Effects (APE); assess effects to historic properties; avoid, minimize, and/or mitigate any adverse effects; and consult with Maryland's State Historic Preservation Officer, as represented by the Maryland Historical Trust (MHT), and other consulting parties throughout the Section 106 process, as appropriate.

During multiple identification efforts spanning eight years, 78 historic properties listed in or determined eligible for the National Register of Historic Places have been identified within the Red Line Project's APE. Potential project effects to all historic properties were assessed and are documented in this report.

Throughout this process, FTA has consulted with MHT and other consulting parties as appropriate. FTA has considered the consulting parties' comments, which have informed both historic property identification efforts and effects assessments.

As a result of the effects assessments documented in this report, the Red Line Project was determined to adversely affect 5 historic properties. These properties are:

- Poppleton Fire Station (Engine House No. 38)
- Business and Government Historic District
- South Central Avenue Historic District
- Fell's Point Historic District
- Public School No. 25 (Captain Henry Fleete School)

Of the remaining historic properties, the project was determined to have no effect to 46 properties and no adverse effect to 27 properties. All effects findings are summarized in a table attached as the report's appendix.

Therefore, an overall finding of adverse effect has been determined for the Red Line Project.

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Introduction

The Maryland Transit Administration (MTA), in coordination with the Federal Transit Administration (FTA), is proposing the Red Line light rail transit line, which would extend from western Baltimore County to the eastern edge of Baltimore City. The proposed 14.1-mile, east-west light rail transit line would connect the areas of Woodlawn, Edmondson Village, West Baltimore, downtown Baltimore, Inner Harbor East, Fell's Point, Canton, and the Johns Hopkins Bayview Medical Center Campus. The Red Line Project is intended to improve system connectivity, transportation choices, and mobility in the project study corridor, support economic development efforts, and help improve regional air quality. Because MTA is pursuing federal funding, the Red Line Project must comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), which requires federal agencies consider the impacts of their undertakings on historic properties.

The following sections describe the Red Line Project's Preferred Alternative that is being analyzed in the Project' Final Environmental Impact Statement; provide Section 106's regulatory context, outline the typical Section 106 process, and describe the methodology employed for the effects assessments included in this report; describe multi-year efforts to identify historic properties within the Red Line Project's Area of Potential Effects (APE); and summarize effect determinations for historic properties as documented in this report.

Project Work Description

The Red Line Project is a proposed 14.1 mile east-west transit line connecting the areas of Woodlawn, Edmondson Village, West Baltimore, downtown Baltimore, Inner Harbor East, Fells Point, Canton, and the Johns Hopkins Bayview Medical Campus. The purpose of the Red Line Project is to:

- Improve transit efficiency in the corridor, by reducing travel times for transit trips in the corridor;
- Increase transit accessibility in the corridor, by providing improved transit access to major employment and activity centers;
- Provide transportation choices for east-west commuters in the corridor, by making transit a more attractive option;
- Enhance connections among existing transit routes in the corridor;
- Support community revitalization and economic development opportunities in the corridor; and
- Help the region improve air quality by increasing transit use, and promote environmental stewardship.

The project will provide enhanced mobility and will connect to Baltimore's existing transit systems including MARC commuter service, Metro, Light Rail, and local and commuter bus routes. In order to provide an accurate assessment of the indirect and cumulative effects on resources as a result of the implementation of the Red Line Project, it is important to identify the regional context in which the project is located. The project spans portions of Baltimore County and Baltimore City and is primarily located in highly urban, built-out areas. Nineteen stations are proposed throughout the project study corridor, five of which are located in the downtown tunnel segment.

Preferred Alternative
The Preferred Alternative is a 14.1 mile light rail transit line that would operate from the Centers for Medicare and Medicaid Services (CMS) in Baltimore County to the Johns Hopkins Bayview Medical Campus in Baltimore City. The transitway includes a combination of surface, tunnel and aerial segments.

For presentation purposes, the Red Line project corridor has been divided into five segments consisting of three at-grade/aerial segments and two tunnel segments totaling approximately 14.1-miles. From west to east, these segments are: (1) West; (2) Cooks Lane Tunnel; (3) US 40; (4) Downtown Tunnel; and (5) East.

West Segment (2.9 miles) - The West Segment begins in Baltimore County at the CMS Station, a center platform station, located west of Rolling Road on the south side of Security Boulevard. At the western end of the alignment, 400 feet of tail track would be provided beyond the station for the purpose of operation flexibility. The alignment traverses east in an exclusive right-of-way adjacent to the south side of Security Blvd. The alignment continues east with at-grade crossings at Greengage Road, Brookdale Road, Boulevard Place Shopping center entrance, and Rolling Road. The alignment continues east from Rolling Road adjacent and parallel to the south side of Security Blvd and along the northern boundary of Security Square Mall crossing Lord Baltimore Drive at-grade. The alignment continues to the center platform Security Square Station located immediately west of Belmont Avenue. A park-and-ride lot is proposed at this station and at full build-out would have between 325-375 parking spaces.

The alignment continues east across Belmont Avenue at-grade to the west side of I-695 (Baltimore Beltway), continuing southeast and crossing the interchange diagonally on an aerial structure over I-695. The alignment continues adjacent to the existing parking lots at the Social Security Administration (SSA) West Campus and along the north side of the I-70 ramp to I-695. The Red Line continues east transitioning onto the existing excess pavement of westbound I-70, just west of Woodlawn Drive, to the center platform SSA Station on the existing bridge over Woodlawn Drive.

Continuing east, the alignment crosses at-grade with a roadway connection from I-70 to Parallel Drive and continues on the former roadway pavement to the I-70 Park-and-Ride Station. The station and park-and-ride facility are located west of Ingleside Avenue occupying the former on-ramps to the former westbound I-70. Initially, the I-70 park-and-ride lot would have between 650 and 700 parking spaces and could be expanded in the future.

Continuing east of the I-70 Park-and-Ride Station, the alignment crosses over Ingleside Avenue on an existing bridge and curves in a southeast direction to the tunnel portal for the Cooks Lane Tunnel Section – Segment 2.

Cooks Lane Tunnel (1.3 miles) – The surface alignment transitions to a retained cut section in the southwest quadrant of the existing cloverleaf interchange at the end of I-70. This existing interchange loop ramp would be removed as part of the project. This tunnel section begins through the portal on the northwest side of the intersection of Cooks Lane/Forest Park Avenue/Security Boulevard. The tunnel alignment continues southeast under the intersection in a

twin-bore tunnel beneath Cooks Lane crossing into Baltimore City. The tunnel continues southeast centered under Cooks Lane to north of Coleherne Road; then curves left towards Edmondson Avenue and continues east following the centerline of Edmondson Avenue. The tunnel continues along the centerline of Edmondson Avenue ascending through a 575-foot portal section to meet grade approximately 400 feet west of Swann Avenue.

US 40 Segment (3.3 miles) – The US 40 Segment begins after the tunnel portal, continuing east in an exclusive right-of-way along the median of Edmondson Avenue across Swann Avenue to the Edmondson Village Station. This center-platform station is located mid-block between Swann Avenue and North Athol Avenue.

The alignment continues east in the median of US 40 with at-grade crossings at traffic signal-controlled intersections at North Athol Avenue, Wildwood Parkway, and North Louden Avenue to the Allendale Station at the intersection of US 40 and Allendale Street. The Allendale Station has a split platform with the westbound platform located on the west side of the Allendale Street and the eastbound platform located on the east side to the intersection. The alignment continues east at-grade across Denison Street and Hilton Street. The Red Line crosses over the Hilton Parkway and Gwynn's Falls in the center of an existing aerial structure. Baltimore City is currently developing plans to replace the existing bridge to include accommodations for the Red Line.

The Red Line continues east at-grade through the Edmondson Avenue (US 40)/Franklin Street intersection and Poplar Grove Streets. The Rosemont Station platform is located in the center of Edmondson Avenue. East of the Rosemont Station, the alignment turns right and traverses south along the center of Franklintown Road. At the intersection of Franklintown Road and Franklin Street, the alignment turns left and continues east along the median of US 40/Franklin Street past the proposed Operations and Maintenance Facility site for the Red Line. Following the existing roadway, the alignment splits near Wheeler Avenue and continues east diverging to cross under the Amtrak Northeast Corridor. The Red Line would maintain the existing overhead structures on West Franklin Street and West Mulberry Street with minor modifications to the bridge structure, roadway, and utilities to protect the structures. The eastbound track would be adjacent to north side of Mulberry Street, crossing under the existing Amtrak bridge to the West Baltimore MARC Station eastbound platform located at the northwest corner of Smallwood Street and Mulberry Street. The West Baltimore MARC Station westbound platform is located at the southwest corner of Smallwood Street and Franklin Street. The westbound track is adjacent to the south side of Franklin Street. The split tracks continue east along the edge of the West Baltimore MARC parking lots with separate at-grade crossings of Pulaski Street and Payson Street. The separate tracks converge from Franklin and Mulberry streets just west of the North Fulton Avenue bridge.

The Red Line continues east in the median of the existing US 40 lower level roadway corridor. The Red Line tracks split east of the Strickler Street pedestrian bridge onto the eastbound left lane of the US 40 corridor. The Harlem Park Station is located between Calhoun Street and Carey Street. East of Carey Street the tracks merge back to double-track before passing under the existing pedestrian bridge at Carrollton Avenue. The alignment continues under the Arlington Avenue bridge to the portal for the Downtown Tunnel.

Downtown Tunnel (3.4 miles) - The tunnel begins in the median of US 40 immediately west of the North Schroeder Street bridge and continues east descending into the tunnel portal within the median of US 40. The tunnel then curves underneath Mulberry Street and continues south, beneath Fremont Avenue to the underground Poppleton Station located immediately north of Baltimore Street. The entrance to the underground Poppleton Station would be located at the northeast corner of the intersection of Fremont Avenue and Baltimore Street.

The tunnel alignment continues south and curves east crossing underneath Martin Luther King Jr. Boulevard to the center of Lombard Street. The tunnel continues east beneath Lombard Street to the underground Howard Street/University Center Station, located immediately east of Howard Street. The entrance to the underground station would be located at the northeast corner of Howard and Lombard Streets. The alignment crosses under the existing CSX railroad tunnel beneath Howard Street just west of the proposed station.

The tunnel alignment continues east to the underground Inner Harbor Station located underneath Lombard Street between Light and Calvert Streets. The entrance to the underground station would be located at the northeast corner of Lombard and Light Streets and along the north side of Lombard Street west of Calvert Street. From this station there would also be an underground pedestrian tunnel underneath Light Street to provide a direct connection to the Charles Street Metro Station located underneath Baltimore Street.

The Downtown Tunnel alignment continues underneath Lombard Street until Market Place where the alignment curves south centered underneath President Street to Fleet Street. The tunnel alignment then turns east, underneath Fleet Street to the underground Harbor East Station located east of Central Avenue.

The alignment continues east centered underneath Fleet Street to the underground Fells Point Station on the west side of Broadway. The entrance to the underground station would be located in the median of Broadway north of Fleet Street.

The tunnel alignment continues east underneath Fleet Street to Washington Street and turns southeast under Chester Street to Boston Street. The tunnel continues southeast underneath Boston Street to a tunnel portal east of the intersection with Montford Avenue/ Hudson Street ascending through a portal section to the median of Boston Street at surface.

East Segment (3.2 miles) – The Red Line continues southeast at-grade in the median of Boston Street to the Canton Station. The Canton Station is a center platform station located west of the signalized intersection at South Lakewood Avenue.

Boston Street would be developed as one-lane in each direction full-time from Montford Avenue to Conkling Street. The alignment continues along the center of Boston Street with at-grade crossings at the signalized intersections of South Lakewood Avenue, South Kenwood Street, Potomac Street (pedestrians only), South East Street, South Clinton Street, and South Conkling Street to the Brewers Hill/Canton Crossing Station. This center platform station is located

between South Conkling and South Eaton Streets and includes a park-and-ride lot with approximately 500 to 600 parking spaces.

The Red Line continues east, at-grade across Eaton Street and transitions diagonally on new right-of-way turning north on the west side of Haven Street. The alignment continues north adjacent to the west side of Haven Street crossing under the O'Donnell Street bridge into the Canton Railroad right-of-way. The alignment then turns northeast crossing South Haven Street at-grade into the Norfolk Southern (NS) right-of-way. The alignment continues north within the NS right-of-way to the Greektown/Highlandtown Station located south of Old Eastern Avenue. The Red Line would occupy the western portion of the Norfolk Southern (NS) right-of-way while a new freight track for NS would occupy the east side. This freight track would extend from the existing active NS tracks near O'Donnell Street to Amtrak's Northeast Corridor near East Monument Street.

The alignment continues north over Eastern Avenue on an existing freight railroad bridge ascending and turning east onto a new aerial structure, passing overhead of the proposed Norfolk Southern freight track. The structure would cross above Janney Street, Kresson Street, CSX railroad, NS railroad, Oldham Street, Ponca Street, and I-895 to a proposed future Cassell Drive adjacent to the Johns Hopkins Bayview Medical Center property. The alignment continues east at-grade along the alignment of Alpha Commons Drive to the Bayview Campus Station. This center platform station is located immediately west of Bayview Boulevard. The alignment turns north at-grade on the east side of Bayview Boulevard continuing north adjacent to Bayview Boulevard with at-grade crossings of Nathan Shock Drive, a National Institutes of Health (NIH) Driveway, and Lombard Street. The alignment continues north turning northeast along the eastside of I-895 to the Bayview MARC Station, the eastern terminus of the Red Line. A park-and-ride lot with approximately 600 parking spaces is proposed as part of a new Bayview MARC Station. At the eastern end of the alignment, 340 feet of tail track would be provided beyond the station for the purpose of operation flexibility.

Stations and Station Facilities

Access to the Red Line Project light rail transit service would be provided at 19 stations along the project study corridor. Stations are proposed at the following locations:

- CMS Station
- Security Square Station
- Social Security Administration Station
- I-70 Park-and-Ride Station
- Edmondson Village Station
- Allendale Station
- Rosemont Station
- West Baltimore MARC Station
- Harlem Park Station
- Poppleton Station
- Howard Street/University Center Station
- Inner Harbor Station
- Harbor East Station

- Fell's Point Station
- Canton Station
- Brewers Hill/Canton Crossing Station
- Highlandtown/Greektown Station
- Bayview Campus Station
- Bayview MARC Station

Each station's design and appearance would be determined by local conditions. Typical aboveground stations would be single or split platform; platforms would be approximately 190 feet long and 15 feet wide with a partial canopy. Underground stations would be accessed via escalators. Each underground station would also include a fan plant/vent structure; the materials used to clad these structures have not been determined. The fan plant/vent structure would be between four and six stories in height with a square footprint measuring 50 feet by 50 feet. As appropriate, context sensitive design will be considered at station locations that are proximate to historic properties.

Overhead Catenary System

Auto-tensioned simple catenary is expected to be the primary configuration for the overhead catenary system along the Red Line alignment. This system consists of a contact wire supported from a messenger wire with the system height set to maximum span lengths. The catenary lines will primarily be supported by steel tapered tubular or wide flange poles. Standard wide flange poles will be utilized along industrial and open route sections. In residential and commercial sections, tapered tubular steel poles will be employed. Where existing streetlights may be displaced, the poles would include lighting fixtures. Additional decorative treatments, such as painting the poles to coordinate with surrounding features may be designated in areas with high pedestrian traffic. Where possible, poles will be located between tracks to support both tracks and minimize the overall number of poles needed. Concrete foundations will anchor the poles. The precise heights of the poles and catenary lines have not been determined at this time.

Operations and Maintenance Facility

The light rail cars would be stored, maintained, and dispatched each day on their daily routes from a light rail vehicle operations and maintenance facility. The facility would accommodate administrative functions and light rail operation functions for the Red Line Project. The Calverton Road Site, as currently proposed, would be comprised of 11 parcels totaling 20.8 acres in Baltimore City, along the south side of US 40/Franklin Street and centered around Calverton Road between Franklintown Road and Warwick Avenue. Currently, these parcels support light industrial uses, warehouses, a convenience store, and an unoccupied state detention center.

The primary functions of the Operations and Maintenance Facility would include:

- Primary access for trains into and out of the yard from the eastbound and westbound mainlines for insertion into revenue service, mid-day storage of vehicles and end of day storage of vehicles
- Train storage for 33 vehicles in the yard and another five vehicles inside the maintenance building
- Train wash facility

- Yard control on the second floor of the Facilities Maintenance and Transportation Building
- Welfare facilities for personnel
- Service and inspection tracks
- Heavy repair tracks
- Yard storage that allows for sanding and interior cleaning
- Fueling for support vehicles
- Storage for equipment and material
- Access roadways and parking
- Stormwater management

Traction Power Substations (TPSS)

To provide electricity along the line for the light rail vehicles, 16 traction power substations (TPSS) would be located along the alignment. The TPSS require approximately 45-foot by 85-foot sites, in addition to access roads or driveways. A typical TPSS would be constructed of steel housing, but alternative materials could be utilized to minimize effects. Depending on the location, the TPSS could be surrounded by fencing, a brick wall, landscaping, or other forms of aesthetic barriers to avoid and minimize visual effects if they are located proximate to historic properties. The TPSS would be spaced along the alignment at intervals of approximately one mile. Two TPSS locations would be within underground stations and one location would be within the storage and maintenance facility. Preliminary locations for TPSS sites have been located for analysis. At this time, TPSS are not considered to be adverse effects; if the potential for an adverse effect exists, minimization measures described above will be utilized to avoid adverse effects resulting from TPSS location or design.

Central Instrument Houses

Central Instrument Houses (CIH) are metal buildings that house switching equipment necessary for light rail function. The exact size and appearance of the CIHs are unknown at this time; however, like the TPSS, CIHs can be designed and located sensitively with heavy screening to avoid and minimize visual effects if they are located proximate to historic properties. Preliminary locations for CIH sites have been located for analysis. At this time, CIHs are not considered to be adverse effects; if the potential for an adverse effect exists, minimization measures described above will be utilized to avoid adverse effects resulting from CIH location or design.

At-Grade Crossings

At-grade crossings would be located throughout each of the surface Segments (Segments 1, 3 and 5). Figure 1 summarizes the intersection location, type of control used, and grade crossing type for each of the surface segments.

Figure 1. Red Line Intersection Controls

Segment	Location Name	Type of Control	Grade Crossing
1	Greengage Road at Security Boulevard	Traffic Signal	✓
	Brookdale Road at Security Boulevard	Traffic Signal	✓
	Kennicott Road/Panera Bread	Traffic Signal	✓

Figure 1. Red Line Intersection Controls

	Rolling Road at Security Boulevard	Traffic Signal	✓
	Lord Baltimore Drive at Security Boulevard	Traffic Signal	✓
	Belmont Avenue at Security Boulevard	Traffic Signal	✓
	New I-70 / SSA Access Road	Traffic Signal	✓
	Parallel Drive / Park-and-Ride Access	Stop	
	New I-70 / Park-and-Ride Access	Flashers & Gates	✓
	Parallel Drive / Ingleside Avenue	Traffic Signal	
	Ingleside Avenue / Security Boulevard	Traffic Signal	
	New I-70 / Cooks Lane / Forest Park Avenue	Traffic Signal	
3	Upland Parkway / Winans Way at Edmondson Avenue	Traffic Signal	
	Glen Allen Drive at Edmondson Avenue	None	
	Swann Avenue at Edmondson Avenue	Traffic Signal	✓
	Shopping Center at Edmondson Avenue	None	
	Edmondson Village station platform access	Pedestrian Signal	Pedestrian Only
	Athol Avenue at Edmondson Avenue	Traffic Signal	✓
	Wildwood Parkway at Edmondson Avenue	Traffic Signal	✓
	Loudon Avenue at Edmondson Avenue	Traffic Signal	✓
	Mt Holly Street at Edmondson Avenue	Pedestrian Signal	Pedestrian Only
	Allendale Street at Edmondson Avenue	Traffic Signal	✓
	Edgewood Street at Edmondson Avenue	Pedestrian Signal	Pedestrian Only
	Denison Street at Edmondson Avenue	Traffic Signal	✓
	Hilton Street at Edmondson Avenue	Traffic Signal	✓
	Edmondson Avenue at Franklin Street	Traffic Signal	✓
	Poplar Grove Street at Edmondson Avenue	Traffic Signal	✓
	Edmondson Avenue at Franklintown Road	Traffic Signal	✓
	Franklintown Road and Franklin Street	Traffic Signal	✓
	Franklin Street at west track connector to Calverton Yard (EB lanes only)	Flashers & Gates	✓
	Franklin Street at east track connector to Calverton Yard (EB lanes only)	Flashers & Gates	✓
	Evergreen Avenue at Franklin Street	Pedestrian Signal	Pedestrian Only
	Warwick Avenue at Franklin Street	Traffic Signal	✓
	Smallwood Street at Mulberry Street (EB track)	Traffic Signal	✓
	Smallwood Street at Franklin Street (WB track)	Traffic Signal	✓

Figure 1. Red Line Intersection Controls

	Pulaski Street at Mulberry Street (EB track)	Traffic Signal	✓
	Pulaski Street at Franklin Street (WB track)	Traffic Signal	✓
	Payson Street at Mulberry Street (EB track)	Traffic Signal	✓
	Payson Street at Franklin Street (WB track)	Traffic Signal	✓
5	Montford/Hudson at Boston Street	Traffic Signal	
	Safeway Driveway at Boston Street	Traffic Signal	✓
	Lakewood Avenue at Boston Street	Traffic Signal	✓
	Kenwood Avenue at Boston Street	Traffic Signal	✓
	Linwood Avenue at Boston Street	Traffic Signal	✓
	Potomac Avenue at Boston Street	Pedestrian Signal	Pedestrian Only
	Ellwood Street at Boston Street	Stop	
	East Avenue at Boston Street	Traffic Signal	✓
	Clinton Street at Boston Street	Traffic Signal	✓
	Conkling Street at Boston Street	Traffic Signal	✓
	Eaton Street at Boston Street	Traffic Signal	✓
	Relocated Boston Street at Boh'donnell Connector	Traffic Signal	✓
	Haven Street south of Dillon Street	Flashers & Gates	✓
	Cassell Drive Crossing	Flashers & Gates	✓
	Bayview Boulevard at Alpha Commons Transitway	Flashers & Gates	✓
	Nathan Shock Drive at Bayview Boulevard	Traffic Signal	✓
	NIH driveway / Cassell Drive at Bayview Boulevard	Traffic Signal	✓
	Lombard Street at Bayview Boulevard	Traffic Signal	✓

Section 106 Legal and Regulatory Context

The Red Line Project is subject to compliance with the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470 et seq.) and its implementing regulations (36 CFR 800). Specifically, Section 106 of the NHPA requires that the responsible Federal agency consider the effects of its actions on historic properties, which are properties listed in or determined eligible for listing in the National Register of Historic Places (NRHP), and provide the Federal Advisory Council on Historic Preservation (ACHP) an opportunity to comment on the undertaking.

Per Section 106 requirements, the lead Federal agency, in consultation with the State Historic Preservation Officer (SHPO), develops the APE, identifies historic properties (i.e., NRHP-listed

and NRHP-eligible) in the APE, and makes determinations of the proposed project's effect on historic properties in the APE. Section 106 regulations require that the lead Federal agency consult with the SHPO and identified parties with an interest in historic resources during planning and development of the proposed project. The ACHP may participate in the consultation or may leave such involvement to the SHPO and other consulting parties. ACHP, if participating, and SHPO are provided an opportunity to comment on the proposed project and its effects on historic properties. They participate in development of a Memorandum of Agreement (MOA) or Programmatic Agreement (PA) to avoid, minimize, or mitigate adverse effects, as applicable. Stipulations in a MOA or a PA must be implemented. If a National Historic Landmark (NHL) is located within the APE and would be adversely affected by the project, the Federal agency must also comply with Section 110(f) of the NHPA. Section 110(f) requires that the agency undertake, to the maximum extent possible, planning and actions to minimize harm to any adversely affected NHL and afford the ACHP an opportunity to comment. Per 36 CFR 800.10(c), the agency must notify the Secretary of the Interior of any consultation regarding an NHL and invite the Secretary and the ACHP to participate in consultation where an adverse effect to an NHL may occur.

Area of Potential Effects (APE)

The Area of Potential Effects (APE) is defined in Section 106 of the NHPA as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

Identification of Historic Properties

Historic properties are listed in or determined eligible for listing in the NRHP by applying the NRHP Criteria for Evaluation to evaluate a property's historic significance. The Criteria state that the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that:

A. are associated with events that have made a significant contribution to the broad patterns of our history; or

B. are associated with the lives of persons significant in our past; or

C. embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or

D. have yielded, or may be likely to yield, information important in prehistory or history.

Built resources are typically evaluated under Criteria A, B, and C; Criterion D applies primarily to archeological resources.

If a property is determined to possess historic significance, its integrity is evaluated using the following seven Aspects of Integrity to determine if it conveys historic significance: location; design; setting; materials; workmanship; feeling; and association. If a property is determined to possess historic significance under one or more Criteria and retains integrity to convey its significance, the property is deemed eligible for the NRHP during Section 106 review.

Determination of Effect

Effects assessments are based on the criteria of adverse effect as defined in 36 CFR 800.5 "Assessment of adverse effects." According to this portion of the regulations, the criteria of adverse effect are defined as follows:

> An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

Examples of adverse effects are identified in 36 CFR 800.5 and include, but are not limited to, the following:

- Physical destruction of or damage to all or part of the property
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines
- Removal of the property from its historic location
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance

NRHP bulletins do not address assessments of effects, as effects evaluations are related to the Section 106 process and not the Section 110 process in which the National Register guidance is more commonly used. However, crucial information on integrity assessments (used for eligibility determinations) provides information regarding what each aspect of integrity entails and how each aspect relates to the select National Register criteria for eligibility. As described above, retention of relevant aspects of integrity is critical to a property's significance under the NRHP Criteria for Evaluation. The National Register Bulletin *How to Apply the National*

Register Criteria for Evaluation (NPS 1997) identifies the aspects of integrity and describes their relevance to the NRHP Criteria for Evaluation. The seven aspects of integrity are described in the bulletin as follows:

> **Location is the place where the historic property was constructed or the place where the historic event occurred.** The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons.
>
> **Design is the combination of elements that create the form, plan, space, structure, and style of a property.** It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.
>
> Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related.
>
> **Setting is the physical environment of a historic property.** Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historical role. It involves *how*, not just where, the property is situated and its relationship to surrounding features and open space. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.
>
> The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as: topographic features (a gorge or the crest of a hill); vegetation; simple manmade features (paths or fences); and relationships between buildings and other features or open space. These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its *surroundings*. This is particularly important for districts.
>
> **Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to**

form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place. A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character.

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character.

According to guidance found in *How to Apply the National Register Criteria for Evaluation*, different aspects of integrity may be more or less relevant dependent on why a specific historic property was listed in or determined eligible for listing in the NRHP. For example, a property that is significant for its historic association (Criteria A or B) is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s). A property determined eligible under Criteria A or B ideally might retain some features of all aspects of integrity, although aspects such as design and workmanship might not be as important.

A property important for illustrating a particular architectural style or construction technique (Criterion C) must retain most of the physical features that constitute that style or technique. A property that has lost some historic materials or details can be eligible if it retains the majority of features that illustrate its type and/or style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its type or style. A property significant under Criterion C must retain those physical features that characterize the type, period, or method of construction that the property represents. Retention of design, workmanship, and materials will usually be more important than location, setting, feeling, and association. Location and setting

will be important for those properties whose design is a reflection of their immediate environment (such as designed landscapes).

For a historic district to retain integrity, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished. In addition, the relationships among the district's components must be substantially unchanged since the period of significance.

In some cases, select aspects of integrity are currently and substantially compromised by prior undertakings not related to the current project. These changes may have been made prior to determinations of eligibility or since these determinations were made.

Prior documentation for historic properties was reviewed to determine under which Criteria for Evaluation a property was deemed eligible for the NRHP, which historic characteristics and features of a property qualified it for eligibility, and which areas of integrity were most relevant to the eligibility determination and to what degree the property retains them. This information provides useful insight when applying the criteria for adverse effects and making accurate effects determinations.

Because of common misunderstandings regarding the application of the criteria of adverse effects to historic properties, it is necessary to clearly state that just because project components may be visible from a historic property, this does not necessarily constitute an adverse effect. Factors considered include proximity of project components, including the transit alignment, stations, and ancillary features such as fan plant/vent structures to the historic property, the significance of viewsheds as indicated in prior documentation (including earlier documentation and more recent updates), and the overall importance of integrity of setting to the historic property's determination of eligibility. In most cases, installing the alignment and overhead catenary system proximate to a historic property would not be considered an adverse effect; in some cases, this finding is supported by the history of the area, where streetcars were previously present during the periods of significance of many historic properties. Conversely, direct impacts to historic properties were predisposed to result in adverse effect determinations. Likewise, adverse effect determinations tended to result when underground station construction and associated ancillary features would be located proximate to historic properties or within historic districts where integrity of setting remained intact. Generally, in these cases, station features, such as proposed two- to four-story fan plant/vent structures, adversely affected integrity of setting by diminishing the relationship among contributing resources within the district.

During the current assessment of effects, information available for each historic property was reviewed to determine if the setting within and/or outside of the historic boundary, as well as viewsheds to and from each property, was historically significant and contributed to the property's eligibility. Using the same information, a determination was made regarding which aspects of integrity were most critical to a historic property's NRHP eligibility. Of note, over the course of the evaluation, it was determined that many historic properties' integrity of setting has been diminished significantly because their historic urban surroundings have been altered over time.

Preliminary noise and vibration monitoring and data analyses were conducted along the transit corridor; potential impacts historic properties exist and are being scrutinized as part of these studies. These analyses will consider both construction-related (including tunneling) and

operational noise or vibration effects to historic properties. The results of these noise and vibration analyses were reviewed to determine the potential for effects to historic properties. At this time, MTA is committing to mitigating any potential noise and vibration impacts indicated by the study. MTA will require all contractors to implement measures and best professional practices to avoid impacts, and if necessary will include design refinements or other measures to avoid impacts. Therefore, it is currently anticipated that the Red Line will have no actual noise or vibration impacts that would result in adverse effects. The project's Programmatic Agreement may include measures to confirm this. In addition to the pre-construction testing, construction monitoring will be conducted, if appropriate. This would potentially include measures to monitor noise, vibration, and settling of historic buildings. Monitoring will be important, particularly in the areas adjacent to the cut-and-cover station construction, to ensure that no adverse vibration impacts or settling would adversely affect historic buildings during construction.

To determine project effects, architectural historians conducted site visits to each historic property and reviewed project plans, proposed station designs, and additional documentation. Following guidelines set forth in 36 CFR 800 and supported by information on integrity set forth in the National Register Bulletin *How to Apply the National Register Criteria for Evaluation*, the following findings were used to assess project effects to historic properties:

- ***No Effect:*** Per 36 CFR 800.4(d)(1), an undertaking may have no effect to historic properties present in the APE, and a finding of "No Effect" may be determined for an undertaking. This finding indicates that an undertaking would not alter any aspects of integrity for any historic properties. This rationale has been used to assess effects to historic properties within the APE for the Red Line Project.
- ***No Adverse Effect:*** Per 36 CFR 800.5(b), an undertaking may be determined to have "No Adverse Effect" to historic properties if the undertaking's effects do not meet the criteria of adverse effect as described above. If project implementation would alter a specific aspect of integrity for a historic property but the effect would not alter a characteristic that qualifies that resource for inclusion in the NRHP in a manner that diminishes the significant aspect of integrity, then the finding for that aspect of integrity is "No Adverse Effect."
- ***Adverse Effect:*** An adverse effect is determined if the undertaking would alter a characteristic that qualifies that contributing resource for inclusion in the NRHP in a manner that diminishes the significant aspect(s) of integrity.

Avoidance Alternatives, Planning To Minimize Effects, and Mitigation

Per 36 CFR 800.6, a finding of adverse effect to historic properties requires that efforts to resolve such effects by developing and evaluating alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects must be undertaken.

To determine if any historic properties within the project's APE would be affected by the Red Line Project, documentation was reviewed for all NRHP-listed and eligible properties within this portion of the APE, project plans were reviewed, and additional field visits were conducted to each historic property. Using the criteria of adverse effect established in 36 CFR 800.5(a)(1) and guidance found in *How to Apply the National Register Criteria for Evaluation*, each historic property was evaluated to determine if implementation of the Red Line Project would alter any

historically significant characteristics or features of each historic property by diminishing relevant aspects of that property's historic integrity. Indirect and cumulative effects to historic properties have also been considered; such effects may include reasonably foreseeable land use changes. Throughout the course of project planning, significant efforts have been made to avoid and/or minimize adverse effects to historic properties; to date, these efforts have included minimizing property requirements for right-of-way realignments and more substantially moving stations and ancillary features to avoid demolitions or substantial potential construction impacts to historic buildings. These efforts have resulted in fewer adverse effect determinations and demolitions.

Future Project Refinement and/or Changes

Future project refinements and/or changes that would affect determinations made in this report, including efforts to avoid and/or minimize identified adverse effects, will be coordinated with the SHPO through additional documentation (amendment reports and/or technical memoranda), as appropriate. All such documentation will be provided to consulting parties for comment. Additionally, the Programmatic Agreement that will be developed as part of Section 106 consultation for the Red Line Project will address these project refinements and how they will be addressed. At this time, potential issues that may be addressed include noise and vibration impacts, design review for built components such as fan plants/vent towers, and unanticipated adverse effects.

Red Line Built Resources Eligibility Summary

Introduction

Section 106 architectural history investigations for the Red Line Project span approximately eight years and respond to various project changes, from early assessments of multiple alignments under consideration to the current limits of disturbance (LOD) developed for the Preferred Alternative that is being analyzed and document within the project's Final Environmental Impact Statement (FEIS). In all phases, careful and comprehensive assessments informed the final findings discussed here. For detailed information, please see the reports referenced or individual documentation for each property. Throughout the project, architectural historians who meet the Secretary of the Interior's Professional Qualifications Standards in both history and architectural history executed all phases of project work. Note that consulting parties were identified during early phases of the project; because of project refinements and the desire to be inclusive during the Section 106 process, additional consulting parties were later invited to participate. All prior project information has been provided to consulting parties and this and any subsequent reports will also be provided as well in support of discussing and identifying mitigation measures.

Initial Red Line Project built historic properties identifications commenced in Summer 2004; at that time, the Maryland Transit Administration (MTA) consulted with the Maryland Historical Trust (MHT), Maryland's SHPO, to develop an APE. During the same period, architectural historians identified and evaluated historic properties associated with multiple potential project alignments that were being studied at that time. Over the following eight years, leading to the present, historians continued to work with MHT to revise and refine the APE as project alternatives were likewise revised and refined; as the APE changed, historic properties within new areas were identified and evaluated. Additionally, in consultation with MHT, MTA determined that properties built prior to 1963 would require evaluation; this date encompasses

properties that will have reached 50 years of age prior to the end of the project planning process in 2013. Because this project spanned many years, this date has changed over time, but the 1963 date meets the requirements that all built resources more than 50 years of age be evaluated. (Consistent with common cultural resource management practices, early project phases evaluated built resources that were less than 50 years of age to accommodate the project planning period; ultimately, all built resources more than 50 years of age at the end of project planning will be considered.)

In 2009, officials selected the LPA, and historians focused efforts on historic properties within this alignment's APE. During the course of these studies, historians identified historic properties that were previously listed in or determined eligible for listing in the National Register of Historic Places (NRHP) and determined if they were extant; evaluated properties for that were previously identified by MHT but not evaluated for NRHP eligibility; and evaluated previously unidentified properties built prior to 1963.

Summary of Previous Historic Architectural Surveys

APE and Reconnaissance-Level Survey

The Red Line Project historic architectural study began in Summer 2004. At that time, officials were considering and studying multiple alignment alternatives; these alternatives generally extended from the Woodlawn area in Baltimore County in the west to Canton in eastern Baltimore City. The APE originally established by MTA and MHT encompassed areas where permanent and temporary project impacts would occur and also included additional areas where potential indirect effects (visual, atmospheric, audible, etc.) on the built environment might occur. The initial historic architectural APE was determined to be 500 feet from each alignment's center line (i.e., a 1,000-foot buffer centered on each alignment) for areas west of Gwynns Falls Park, and 250 feet from each alignment's center line (i.e., a 500-foot buffer centered on each alignment) for areas east of the park. The wider APE was applied to the suburban areas of Baltimore County and western Baltimore City, while the narrower APE was used for Baltimore City's densely built urban areas. Because of the potential for project changes as alignments were refined, all parties agreed that the APE would change over the course of the project, which is typical Section 106 practice.

After historians conducted initial research at MHT to ascertain known historic properties, they determined that a reconnaissance-level survey would be an appropriate initial step to inventory built resources. This level of effort was appropriate because of the many alternatives under consideration at that time and the numerous potential historic properties within the study areas. The survey results provided information about the number and types of potential historic properties near the proposed alignments. At this time, historians recommended survey treatments/level of documentation (i.e., Determination of Eligibility Form vs. Short Form for Ineligible Properties) for each property or district that had not already been evaluated for NRHP eligibility, and received MHT concurrence on these approaches.

Historians conducted additional research to identify previously documented architectural resources in the APE. The primary repositories consulted included the MHT Library, Baltimore City's Commission for Historical and Architectural Preservation (CHAP), and the National Park Service/NRHP. This literature search indicated that while many properties had been previously

listed or determined eligible for the NRHP, a large number of properties had been inventoried or identified but not assessed for NRHP eligibility. The documentation also revealed areas not previously surveyed. Geographic Information System (GIS) data was also obtained and compiled into a master map that was cross-referenced to a table, listing all identified properties. Research performed at MHT and CHAP identified additional recorded resources in the APE for which GIS data was not available, and these properties were added to the GIS database manually. The project team also consulted CHAP and the Baltimore County Office of Planning to identify additional recorded resources and the status of their documentation; the latter office provided year built information to determine construction dates for buildings within the APE.

After creating mapping showing previously recorded districts and properties, the historians surveyed and examined the entire project area APE to identify buildings, structures, objects, and landscape features more than 45 years of age (the project standard at the time to allow for project planning completion) located within the APE that had not been previously listed or evaluated for the NRHP. In addition, the team also conducted a field visit with CHAP to identify areas of Baltimore City where prior documentation was lacking.

MTA submitted the resulting *Cultural Resources Technical Report: Volume 1 -- Red Line Corridor Transit Study: Cultural Resources Reconnaissance Survey* to MHT in April 2005. MHT provided comments in correspondence dated August 25, 2005, and formally concurred with the APE delineation. No additional work was requested to revise the survey report. MHT provided additional guidance on proposed intensive-level survey treatments. For example, in order to streamline documentation efforts for this undertaking, if a previously identified resource with a Maryland Inventory of Historic Properties (MIHP) inventory number was located within an NRHP-listed or eligible historic district, then no additional work would be required to individually assess the resource. For Section 106 purposes, MHT would assume that the resource was a contributing element of the historic district. However, if MTA anticipated that the individual resource might be directly impacted by the undertaking, then MHT requested the preparation of a Determination of Eligibility (DOE) Form.

Intensive-Level Survey

During intensive-level survey, historians photographed resources, made visual assessments and took field notes, and documented historic settings. In most cases, access was limited to public rights-of-way; in a few instances, interiors were documented. Intensive-level research was used to develop historic contexts which were then utilized to evaluate the built resource's significance. Historians applied this basic methodology to all phases of the survey, documentation, and evaluation efforts described below.

Per MHT standards and guidelines, historians prepared DOE Forms for all previously identified resources in the APE that had not been evaluated for NRHP listing. Resources greater than 45 years of age and newly identified during the reconnaissance survey were documented with either DOE Forms or Short Forms for Ineligible Properties (Short Forms), as appropriate. This documentation also included digital photographs, printed black and white archival images for the DOE Forms, and mapping of all resources on USGS quadrangle maps. Historians conducted research at the Enoch Pratt Free Library (Maryland Department), Maryland Historical Society, and the Catonsville Public Library (Catonsville Room); historians also utilized online resources such as Sanborn Company fire insurance maps, deed information, and tax assessment data.

MHT did not request updated documentation for previously evaluated properties; however, historians did confirm if properties were extant. Historians completed MIHP addendum sheets for demolished individually identified or evaluated properties located within the Red Line APE to document razing.

MTA submitted the resulting three volume intensive-level survey *Historic Structures Survey Technical Report* to MHT in February 2006. Comments were received from MHT in correspondence dated March 19, 2007. MTA incorporated MHT's suggested changes and submitted revised DOE Forms to MHT in December 2007.

Bayview Extension APE and Reconnaissance-Level Survey

The Red Line Project was extended to the east in 2007 to the Johns Hopkins Bayview Medical Center in eastern Baltimore City because MTA determined there was sufficient ridership potential. While other portions of the Red Line had multiple alternatives, only one alignment alternative for this additional segment was considered. The APE guidelines previously established for the original survey were applied to the Bayview Extension. Therefore, the APE for this urban area was defined to be 250 feet on either side of the center line. Historians evaluated properties built before 1960 during this survey.

A similar documentation and evaluation methodology was applied to the expanded APE in this area; historians conducted research to identify previously documented architectural properties in the APE and visited research repositories. The collected data was added to the master map. Limited survey had occurred in the Bayview Extension area, with only four historic properties, all historic districts, previously identified within the expanded APE. MTA submitted the resulting *Cultural Resources Technical Report: Volume 4 -- Red Line Corridor Transit Study: Bayview Extension Cultural Resources Reconnaissance Survey* to MHT at an April 7, 2008, meeting that included the historians. Detailed discussions led to agreement on how to proceed with the intensive-level survey.

Bayview Extension Intensive-Level Survey

As with the Red Line's original intensive-level survey, historians prepared MHT DOE Forms for all previously identified but not NRHP-evaluated resources in the expanded APE. Resources greater than 45 years of age, newly identified during the reconnaissance survey, were documented on either DOE or Short Forms, as appropriate. Digital photographs, including black and white archival images for the DOE Forms, and mapping of all resources on USGS quadrangle maps were part of the documentation. Research was conducted at repositories and online.

MTA submitted the resulting *Red Line Corridor Transit Study – Bayview Extension; Historic Architectural Resources Survey* to MHT in February 2010. Comments were received from MHT in correspondence dated June 9, 2010, that also included follow-up comments for the original intensive-level survey. MTA submitted revised DOE Forms based on MHT comments on May 2, 2012.

Supplemental Identification and Evaluation

Refined APE and Additional Identification Based on the LPA

Officials selected the Red Line LPA in August 2009. Although preliminary LOD remained unknown, historians refined the APE in July 2010 to only include the LPA and excised areas associated with alternatives no longer under consideration. Historians applied the same prior methodology to this revised APE, using either the 500-foot or 250-foot buffer from the centerline as appropriate.

Using this APE and continuing to apply the 1960 build-year guideline, additional buildings, structures, objects, and districts were identified within the APE for portions of the LPA that were not investigated during the original survey efforts. Historians conducted an additional architectural field survey in December 2010. This work was supplemented by the use of aerial and bird's eye maps available on www.google.com and www.bing.com, as well as data from the Maryland Department of Assessments & Taxation's Real Property database. Historians photographed relevant buildings and documented demolished properties.

MTA created a list of these additional properties that would require determinations of eligibility and made recommendations regarding the level of documentation for each property or district. In combination with this list, MTA also addressed questions regarding MHT's GIS mapping boundaries for previously identified historic properties, APE delineation, year-built parameters for additional evaluations (because the 1960 date was no longer valid), and recently demolished historic properties. MTA sent the resulting "Historic Architectural Discussion Points with MHT" document, as well as a set of aerial maps that included 2009 MHT GIS layers and the revised APE, to MHT on July 11, 2011.

MHT responded in correspondence dated January 17, 2012. The agency concurred with the APE, indicating that the APE width should remain a set distance from the center line of the Preferred Alternative and subsequent LOD information, but that minor APE revisions to accommodate small changes in the LOD would not be required. The agency asked that all properties that would become 50 years old prior to the completion of the project planning process be identified and evaluated; considering the project schedule, all properties built in or before 1963 would be evaluated. This revised year-built guideline would apply to the entire revised APE, requiring re-evaluations in previously surveyed areas.

Additional Identification and Evaluation Based on the LOD

Engineers established the preliminary Red Line LOD in December 2011. Therefore, MTA again refined the APE to now consider the polygon-shaped LOD, rather than the linear project information previously considered. Following prior precedent and MHT recommendations, the new APE was 500 feet on either side of the LOD's outer limits to the west (and inclusive) of Gwynns Falls Park, and 250 feet on either side of the LOD's outer limits to the east of the park. In a meeting attended by MTA, its consultants and historians, and FTA on February 16, 2012, FTA concurred with this APE and the associated documentation approach.

Field surveys were conducted between July 2011 and April 2012 to document and photograph any unevaluated properties built in 1963 or earlier; the supplemental online research materials mentioned in the section above were utilized to inform this survey. Both repository and online research informed the effort; additionally, MHT provided its 2011 GIS data on historic sites in January 2012. GIS analysts used this information to create an updated map showing all historic properties within the APE, as well as properties determined ineligible for the NRHP. At this time, it was also determined that segments of Interstate 695 (Woodlawn, Baltimore County) and Interstate 895 (west of the Johns Hopkins Bayview Medical Center, Baltimore City) crossing the Red Line alignment were, by default, determined not eligible. These roadways are not on the Federal Highway Administration's "Final List of Nationally and Exceptionally Significant Features of the Federal Interstate System," which supports the determination that the interstate system is not eligible with the exception of those features indicated on this list.

Additional Properties Identified and Evaluated for National Register Eligibility

The supplemental intensive-level survey conducted within the current historic architectural APE identified additional properties or districts not previously identified. The properties or districts were evaluated using either MHT DOE or Short Forms as appropriate. Short Forms were used for individual properties that were unquestionably ineligible. DOE Forms were used for all other properties and districts, including those already assigned an MIHP number. MTA submitted these final additional DOE and Short Forms to MHT in May and June 2012; concurrence with these determinations is pending.

Summary of Historic Properties Within the APE

After the intensive-level documentation described above, historians have determined that there are a total of 78 historic properties within the Red Line Project historic architectural APE; historic property locations are shown in Figure 2, and a summary table of all historic properties in the APE is attached as an appendix. Historic properties include individual properties and districts identified during the previous surveys, and those from the recent supplemental studies. Only one historic property, the Franklintown Road over Dead Run Bridge (SHA #B0096 and MIHP No. BA-2853) is located within Baltimore County. All other historic properties are located in Baltimore City.

Two of the NRHP-listed properties are also National Historic Landmarks (NHL). NHLs are nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States. NHLs located within the historic architectural APE are Davidge Hall (MIHP No. B-41) and the Star-Spangled Banner Flag House (MIHP No. B-15).

Summary of Effect Determinations

After considering project impacts as they are currently known, the Red Line Project will have no effect on 46 historic properties; no adverse effect on 27 historic properties; and an adverse effect on 5 historic properties. Effect determinations are shown in Figure 2 and in the summary table attached as an appendix. If changes to the project require additional assessments as project changes or refinements are made, a revised effects report will be completed to note any changes in effect determinations.

In addition, no adverse effects related to noise, vibration, or atmospheric impacts are anticipated. Likewise, TPSS and CIHs are not anticipated to cause adverse effects because placement, design, and screening measures will be implemented to minimize any potential impacts proximate to historic properties. Project planners and designers would reduce any potential impacts through incorporation of minimization and mitigation measures into the project's design and construction plans; these measures will be the subject of Section 106 consultation and documented in the project's Programmatic Agreement. As appropriate, monitoring of select historic properties would occur during and after construction to confirm that no adverse noise, vibration, or atmospheric impacts would adversely affect historic buildings.

Based on these individual effects evaluations, the overall project assessment of effects includes a finding that the Red Line Project will have an **adverse effect** on historic properties. This finding will be discussed during consultation with appropriate Section 106 consulting parties and appropriate mitigation will be developed. Consultation for this project was initiated during earlier phases and is ongoing. See above for a discussion of potential components that may be included in the Red Line Project's Programmatic Agreement.

Detailed evaluations for each historic property follow. A project numbering system indicates the property on the matrix, mapping, and individual assessment. Using the Red Line Project's plans/design sheets is highly recommended for a comprehensive understanding of project components in proximity to historic properties. Photographs are also included for each historic property's assessment. Note that photography efforts focused on views to and from the project and were not intended to be documentary photographs of each historic property; photographs documenting each historic property were completed as part of determinations of eligibility and NRHP and/or NHL documentation, if applicable. Major project components and their effects on historic properties are discussed; however, minor project components, such as re-striping or repaving existing roads or replacing existing sidewalks outside of historic property boundaries, which have no potential to affect historic properties, were not addressed in detail in the interest of maintaining the focus of this report.

Figure 2. Historic Properties Assessment of Effects

Sheet 1 of 14

BALTIMORE RED LINE

- At-Grade
- Aerial Structure
- Tunnel
- Station Platform
- Limits of Disturbance: Surface | Underground
- Portal
- Central Instrument House (CIH)
- Traction Power Substation (TPSS)
- Construction Staging Area
- Park-and-Ride

- Area of Potential Effects
- NRHP Eligible Historic Property
- NRHP Listed Historic Property
- National Historic Landmark
- Tax Parcel

Note that select historic property boundaries extend beyond the project's Area of Potential Effects.

N

0 200 400 Feet

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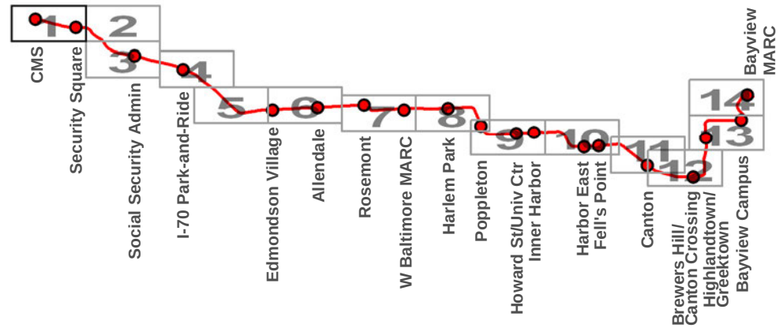

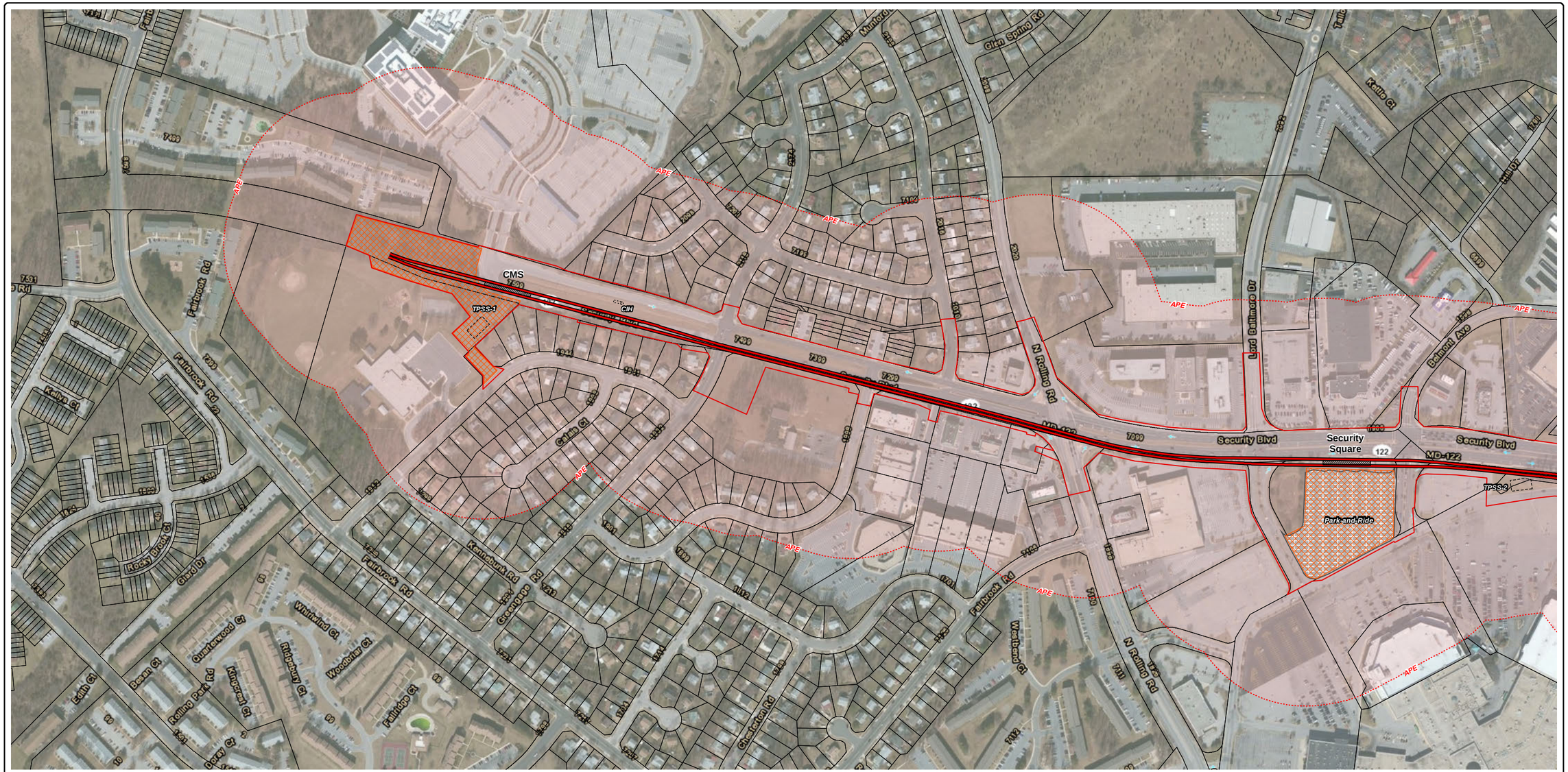

RedLineHistoricPropertiesAssessmentOfEffects.mxd, 10/30/2012

Figure 2. Historic Properties Assessment of Effects

Sheet 2 of 14

BALTIMORE RED LINE

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Figure 2. Historic Properties Assessment of Effects

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BALTIMORE RED LINE

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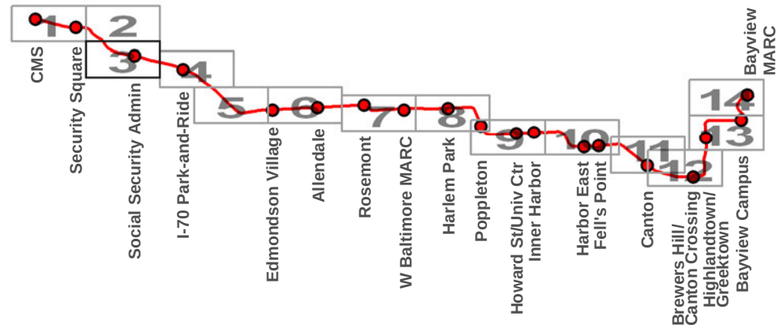

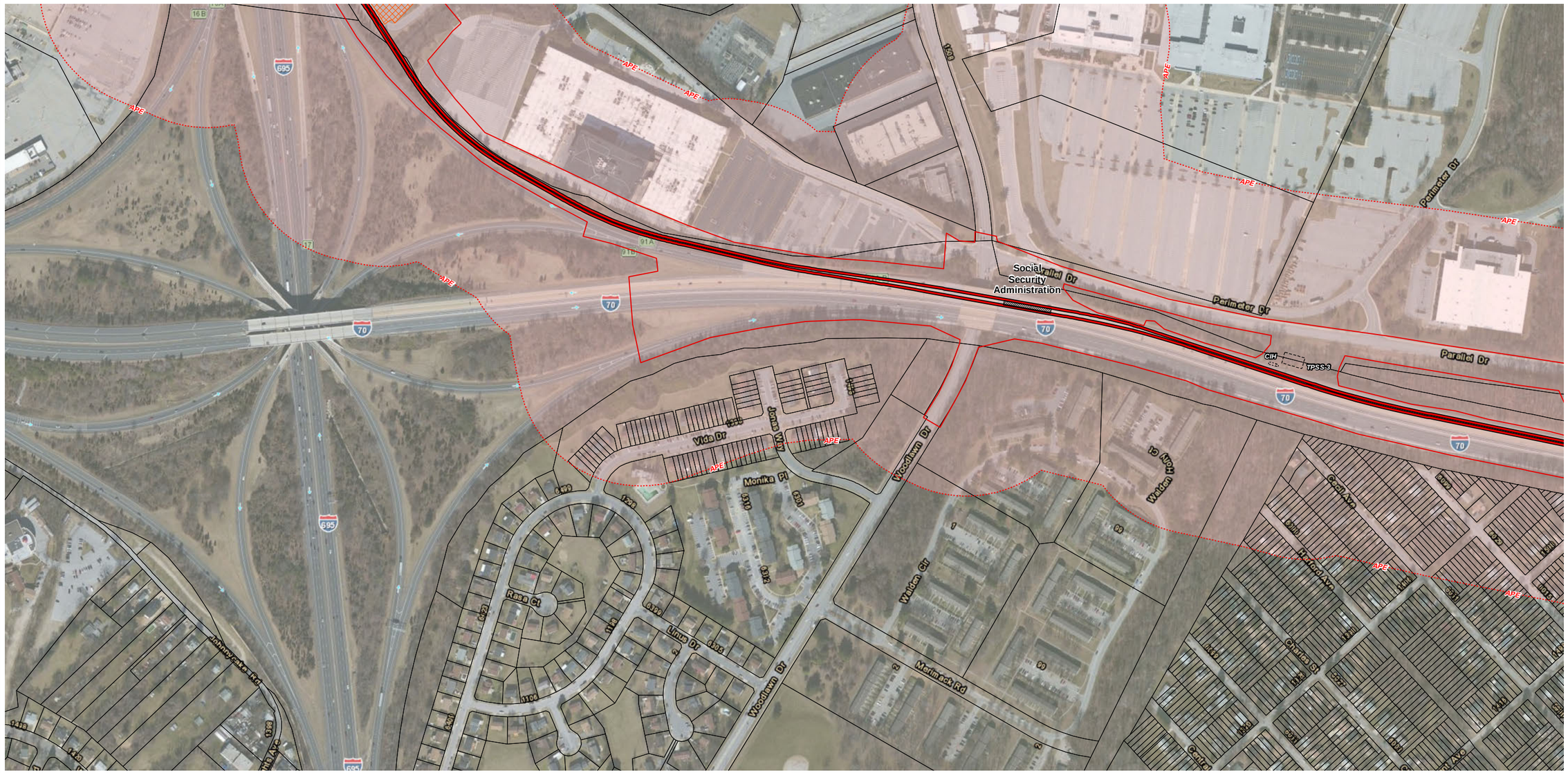

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Figure 2. Historic Properties Assessment of Effects

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BALTIMORE RED LINE

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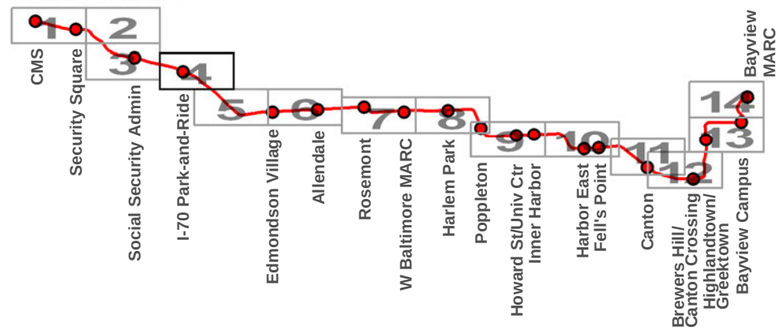
N

0 200 400 Feet

SHEET INDEX



1. Franklintown Road over Dead Run Bridge (SHA # B0096) (BA-2853)
ELIGIBLE | NO EFFECT

2. Franklintown Historic District (B-1316)
LISTED | NO EFFECT

3. Gwynns Falls Park/Leakin Park (B-4610)
ELIGIBLE | NO EFFECT

I-70
Park-and-Ride

TPSS-4

BALTIMORE COUNTY
BALTIMORE CITY

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Figure 2. Historic Properties Assessment of Effects

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BALTIMORE RED LINE

- At-Grade
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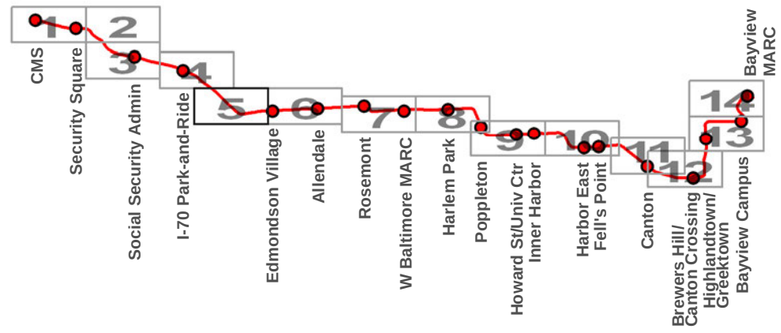
N

0 200 400 Feet

SHEET INDEX



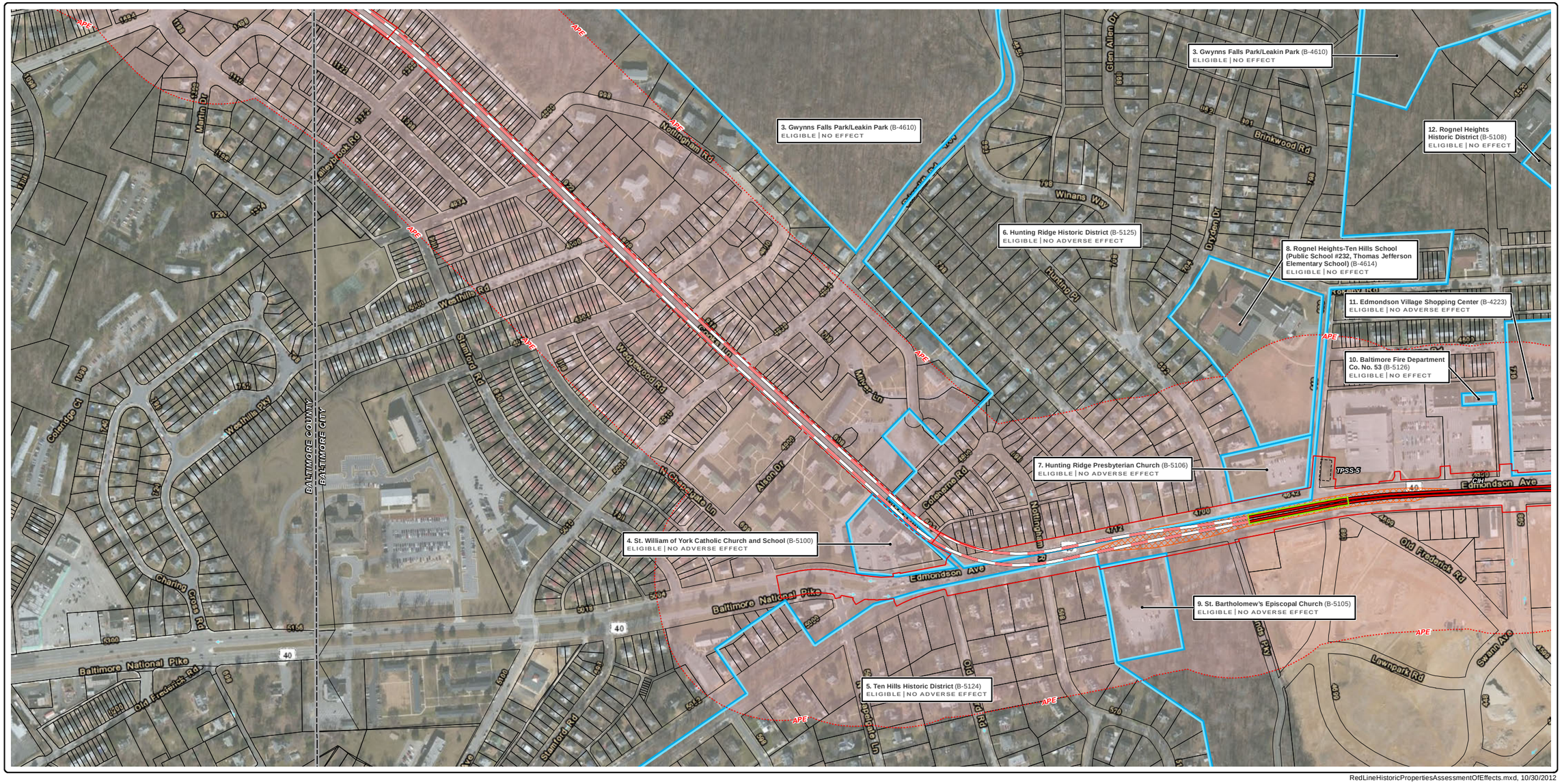


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Figure 2. Historic Properties Assessment of Effects

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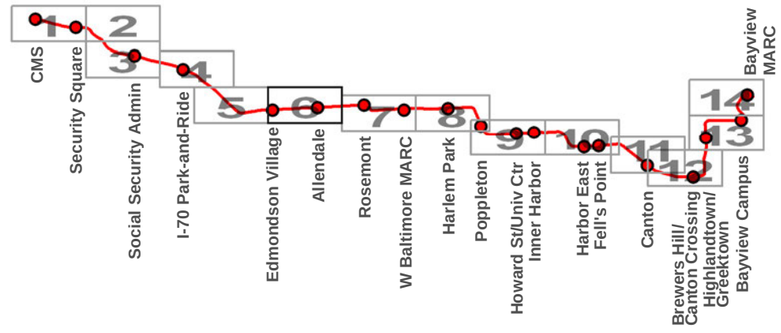

12. Rognel Heights Historic District (B-5108) ELIGIBLE | NO EFFECT

3. Gwynns Falls Park/Leakin Park (B-4610) ELIGIBLE | NO EFFECT

11. Edmondson Village Shopping Center (B-4223) ELIGIBLE | NO ADVERSE EFFECT

13. Enoch Pratt Free Library, Edmondson Avenue Branch (B-1384) ELIGIBLE | NO ADVERSE EFFECT

14. New Cathedral Cemetery (B-5110) ELIGIBLE | NO ADVERSE EFFECT

15. Edmondson Village Historic District (B-5109) ELIGIBLE | NO ADVERSE EFFECT

16. Allendale-West Mulberry Historic District (B-5111) ELIGIBLE | NO ADVERSE EFFECT

17. Keelty Daylight Rowhouse Historic District at Gwynns Falls (B-1378) ELIGIBLE | NO ADVERSE EFFECT

3. Gwynns Falls Park/ Leakin Park (B-4610) ELIGIBLE | NO EFFECT

3. Gwynns Falls Park/ Leakin Park (B-4610) ELIGIBLE | NO EFFECT

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Figure 2. Historic Properties Assessment of Effects

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BALTIMORE RED LINE

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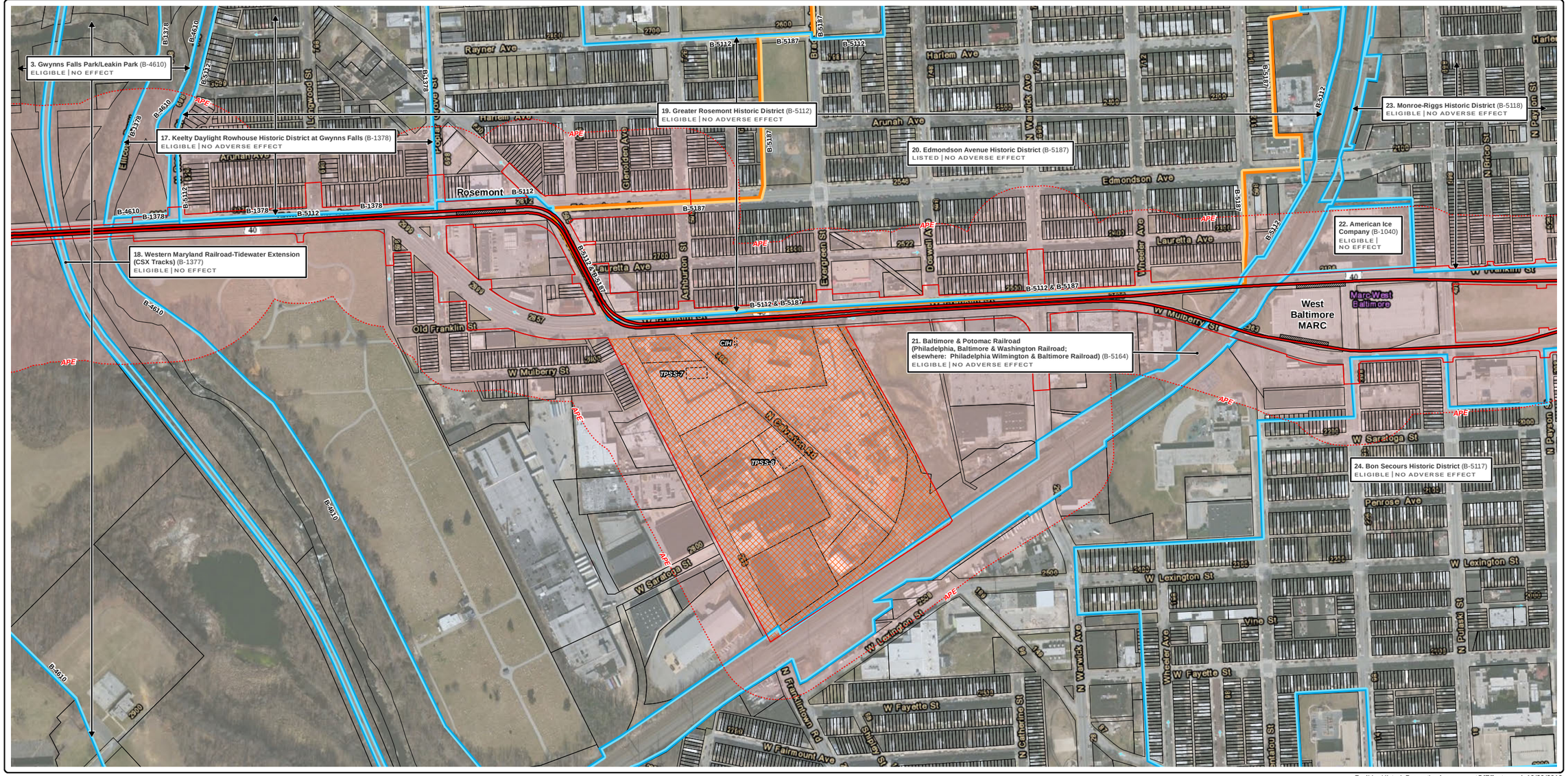

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Figure 2. Historic Properties Assessment of Effects

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N

0 200 400 Feet

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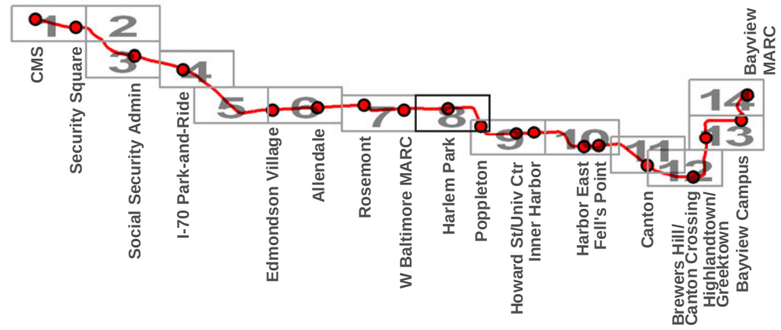

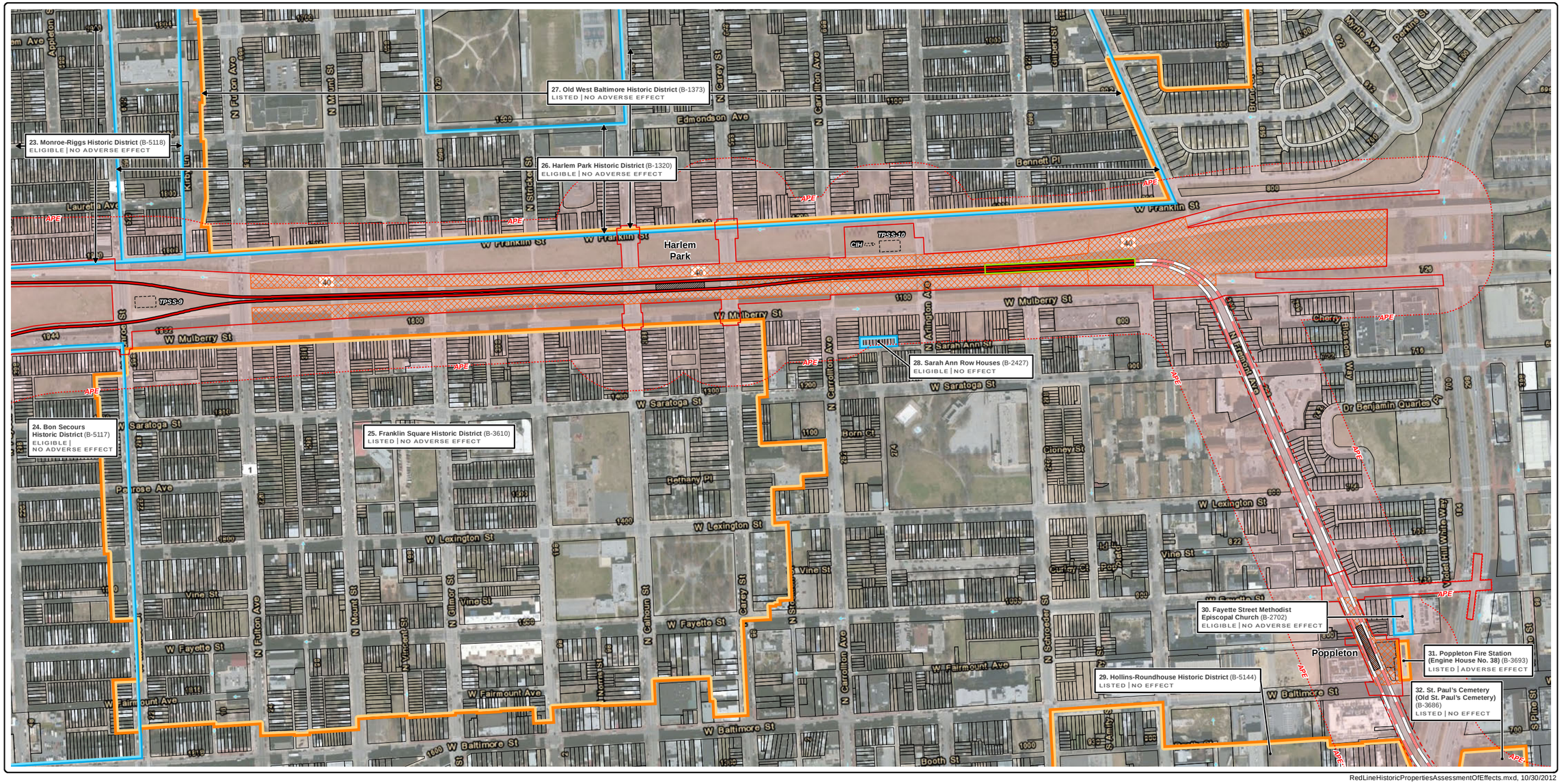

RedLineHistoricPropertiesAssessmentOfEffects.mxd, 10/30/2012

Figure 2. Historic Properties Assessment of Effects

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BALTIMORE RED LINE

- At-Grade
- Aerial Structure
- Tunnel
- Station Platform
- Limits of Disturbance: Surface | Underground
- Portal
- Central Instrument House (CIH)
- Traction Power Substation (TPSS)
- Construction Staging Area
- Park-and-Ride

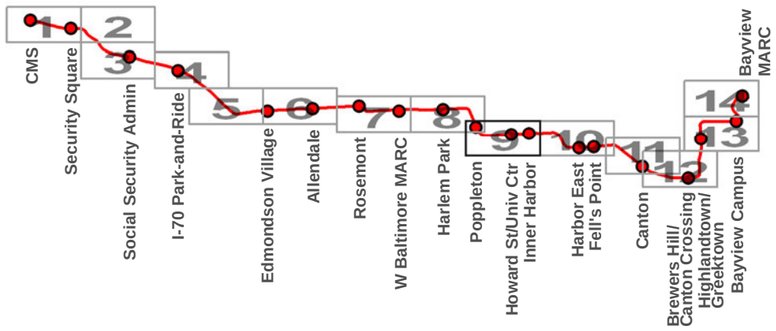
- Area of Potential Effects
- NRHP Eligible Historic Property
- NRHP Listed Historic Property
- National Historic Landmark
- Tax Parcel

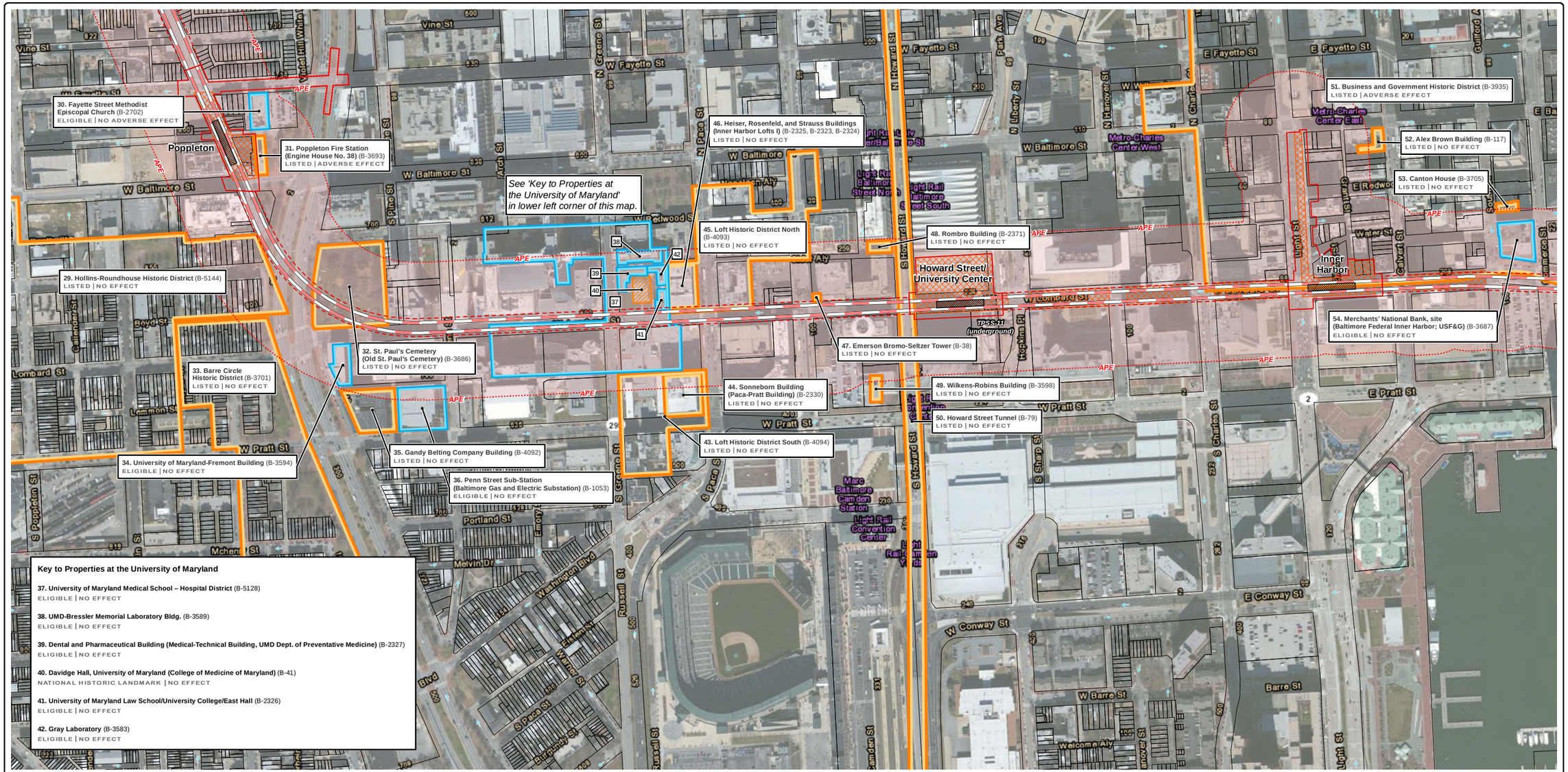
Note that select historic property boundaries extend beyond the project's Area of Potential Effects.

N

0 200 400 Feet

SHEET INDEX





Key to Properties at the University of Maryland

37. University of Maryland Medical School – Hospital District (B-5128)
ELIGIBLE | NO EFFECT

38. UMD-Bressler Memorial Laboratory Bldg. (B-3589)
ELIGIBLE | NO EFFECT

39. Dental and Pharmaceutical Building (Medical-Technical Building, UMD Dept. of Preventative Medicine) (B-2327)
ELIGIBLE | NO EFFECT

40. Davidge Hall, University of Maryland (College of Medicine of Maryland) (B-41)
NATIONAL HISTORIC LANDMARK | NO EFFECT

41. University of Maryland Law School/University College/East Hall (B-2326)
ELIGIBLE | NO EFFECT

42. Gray Laboratory (B-3583)
ELIGIBLE | NO EFFECT

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Figure 2. Historic Properties Assessment of Effects

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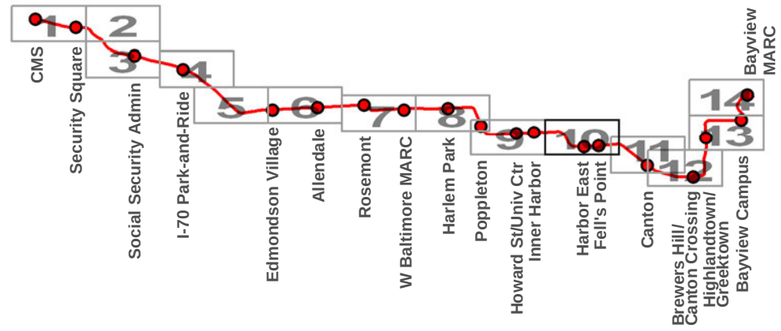

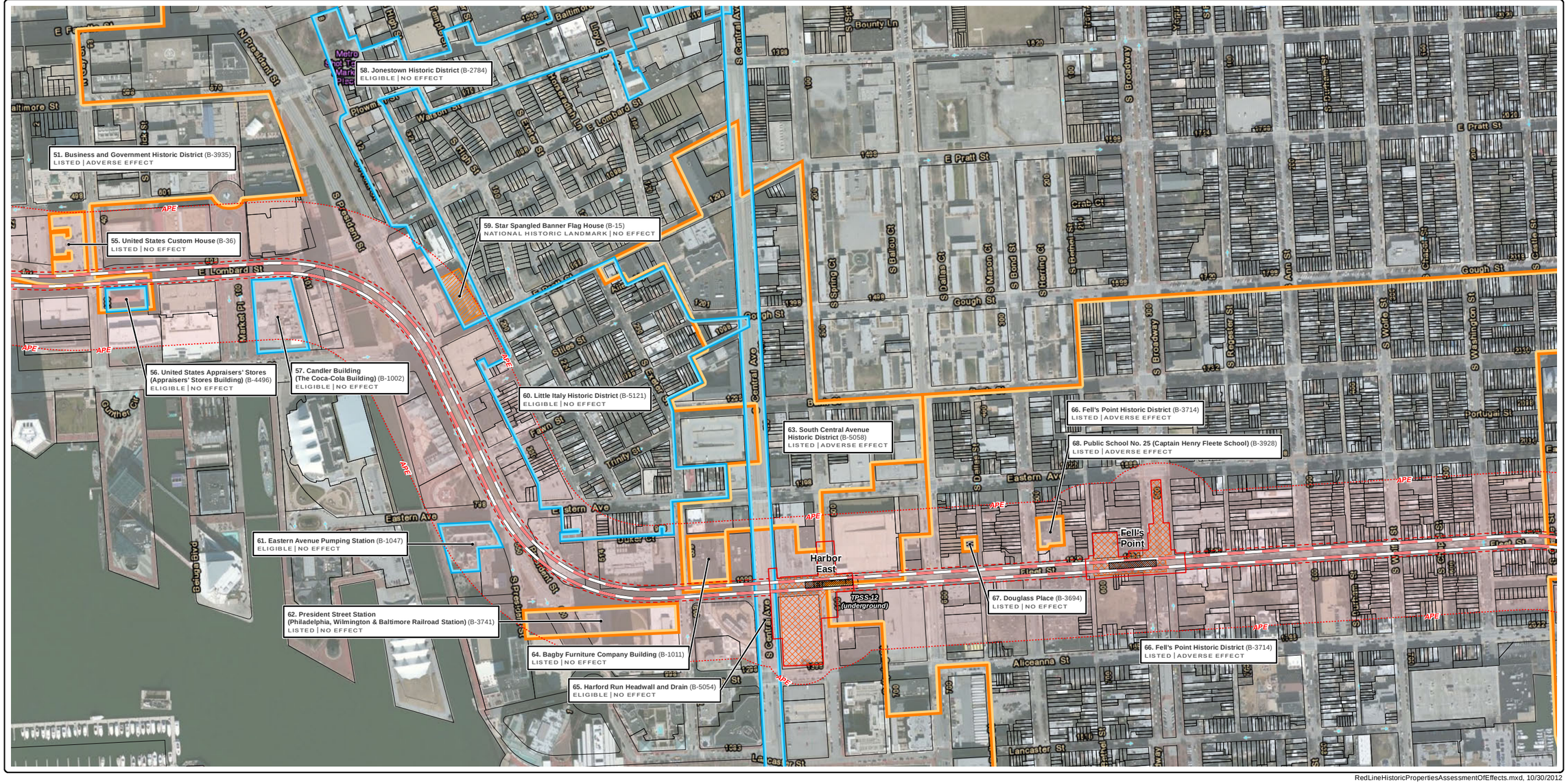

RedLineHistoricPropertiesAssessmentOfEffects.mxd, 10/30/2012

Figure 2. Historic Properties Assessment of Effects

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BALTIMORE RED LINE

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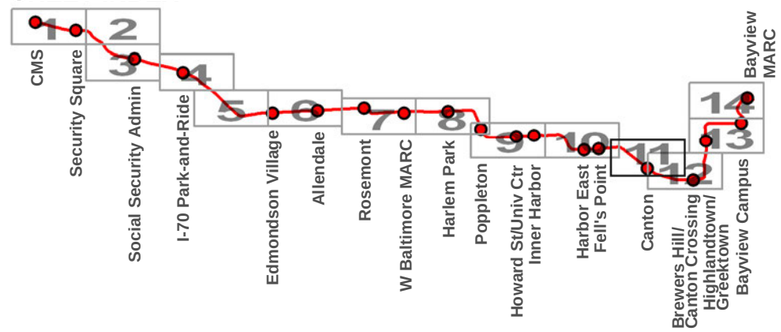
N

0 200 400 Feet

SHEET INDEX



66. Fell's Point Historic District (B-3714)
LISTED | ADVERSE EFFECT

69. Canton Historic District (B-3704)
LISTED | NO ADVERSE EFFECT

69. Canton Historic District (B-3704)
LISTED | NO ADVERSE EFFECT

69. Canton Historic District (B-3704)
LISTED | NO ADVERSE EFFECT

RedLineHistoricPropertiesAssessmentOfEffects.mxd, 10/30/2012

Figure 2. Historic Properties Assessment of Effects

Sheet 12 of 14

BALTIMORE RED LINE

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N

0 200 400 Feet

SHEET INDEX

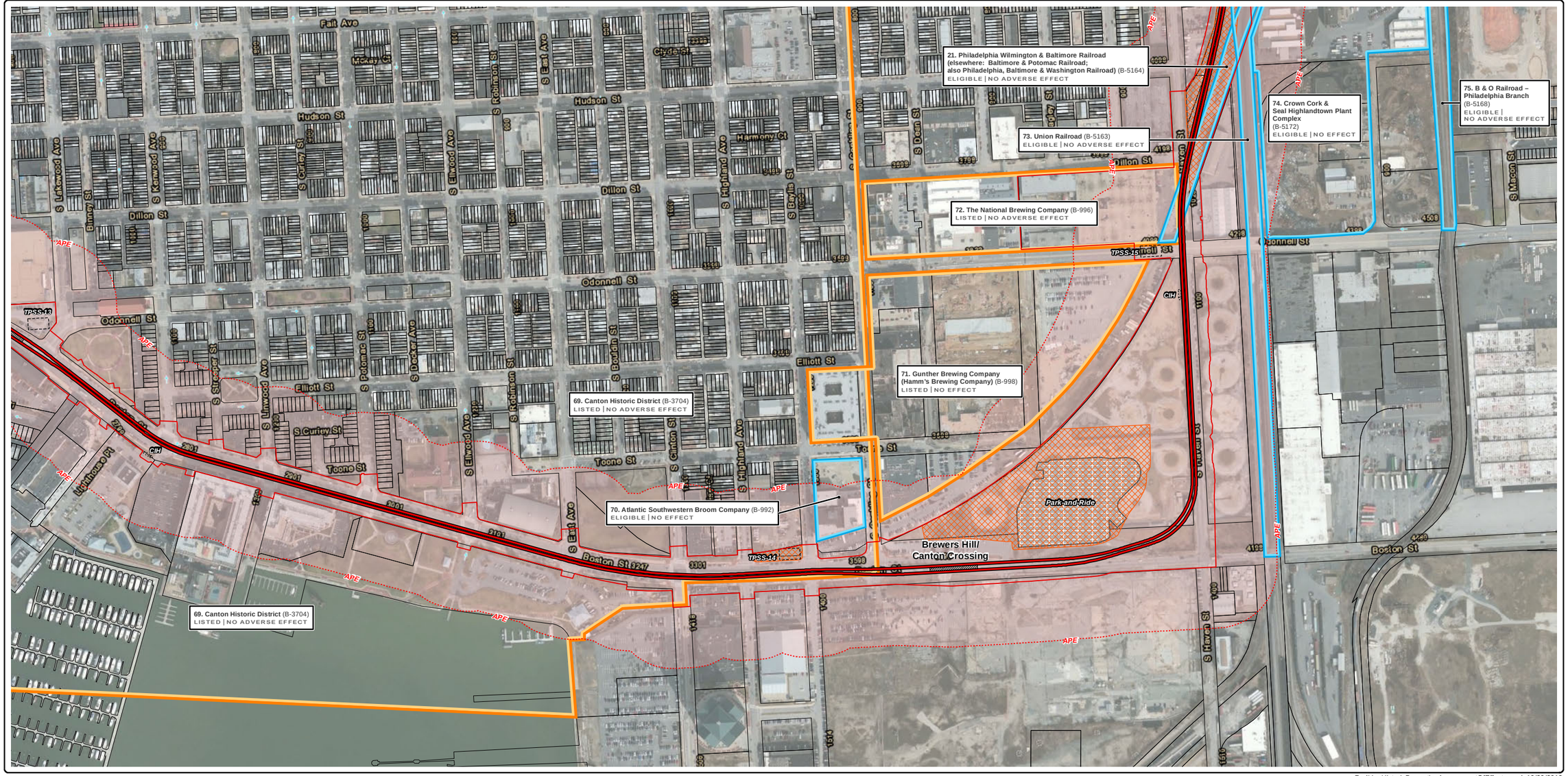

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Figure 2. Historic Properties Assessment of Effects

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N

0 200 400 Feet

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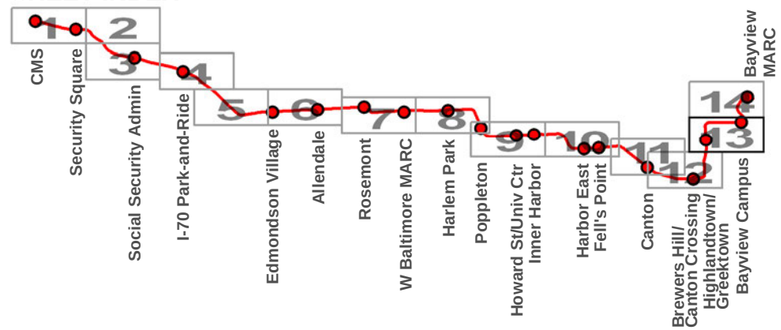

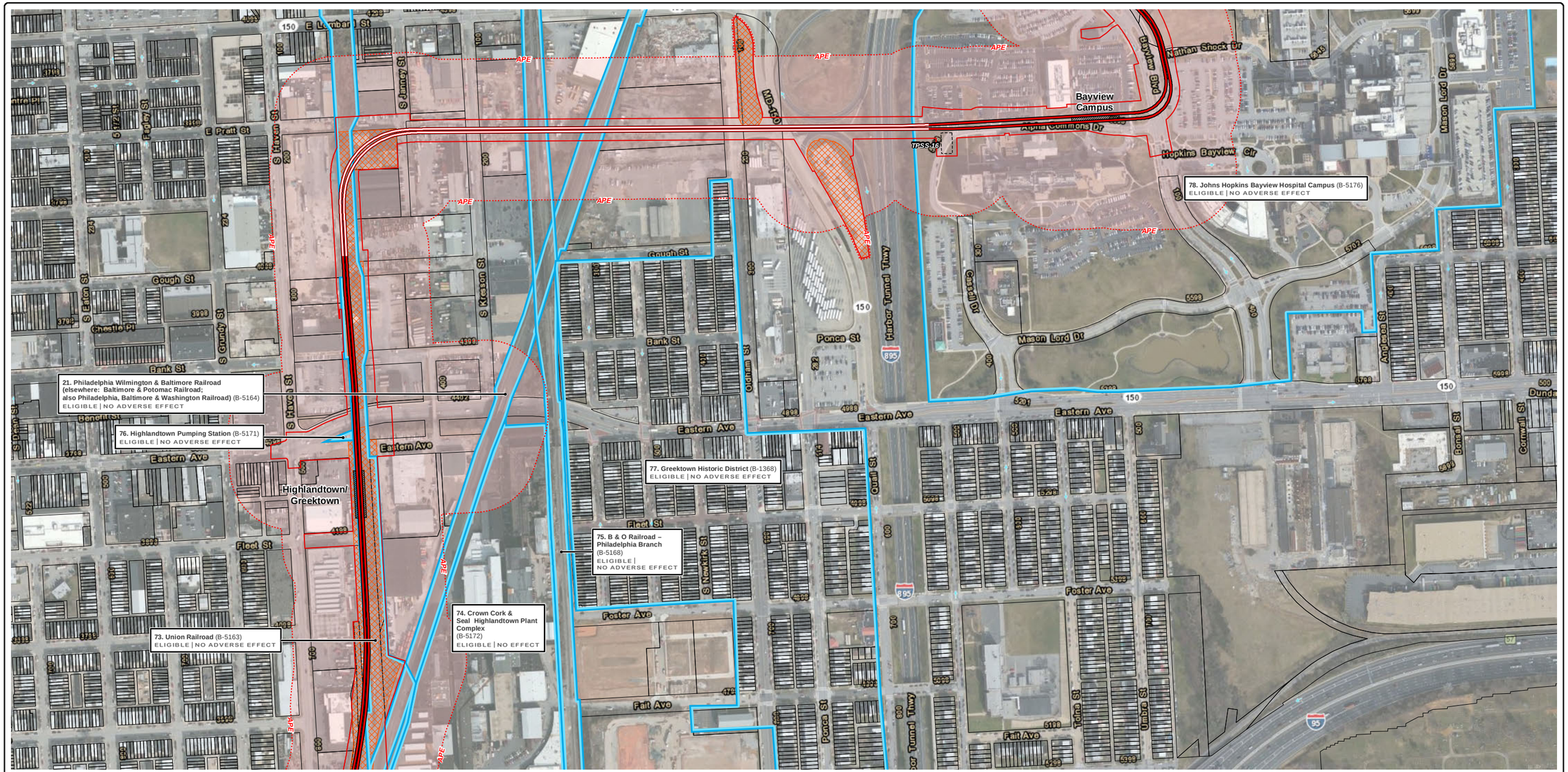

RedLineHistoricPropertiesAssessmentOfEffects.mxd, 10/30/2012

Figure 2. Historic Properties Assessment of Effects

Sheet 14 of 14

BALTIMORE RED LINE

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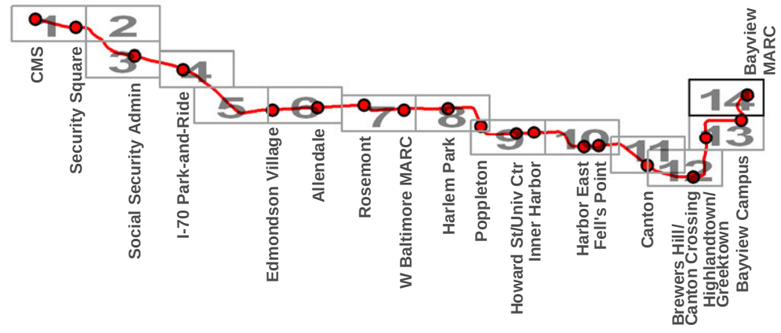
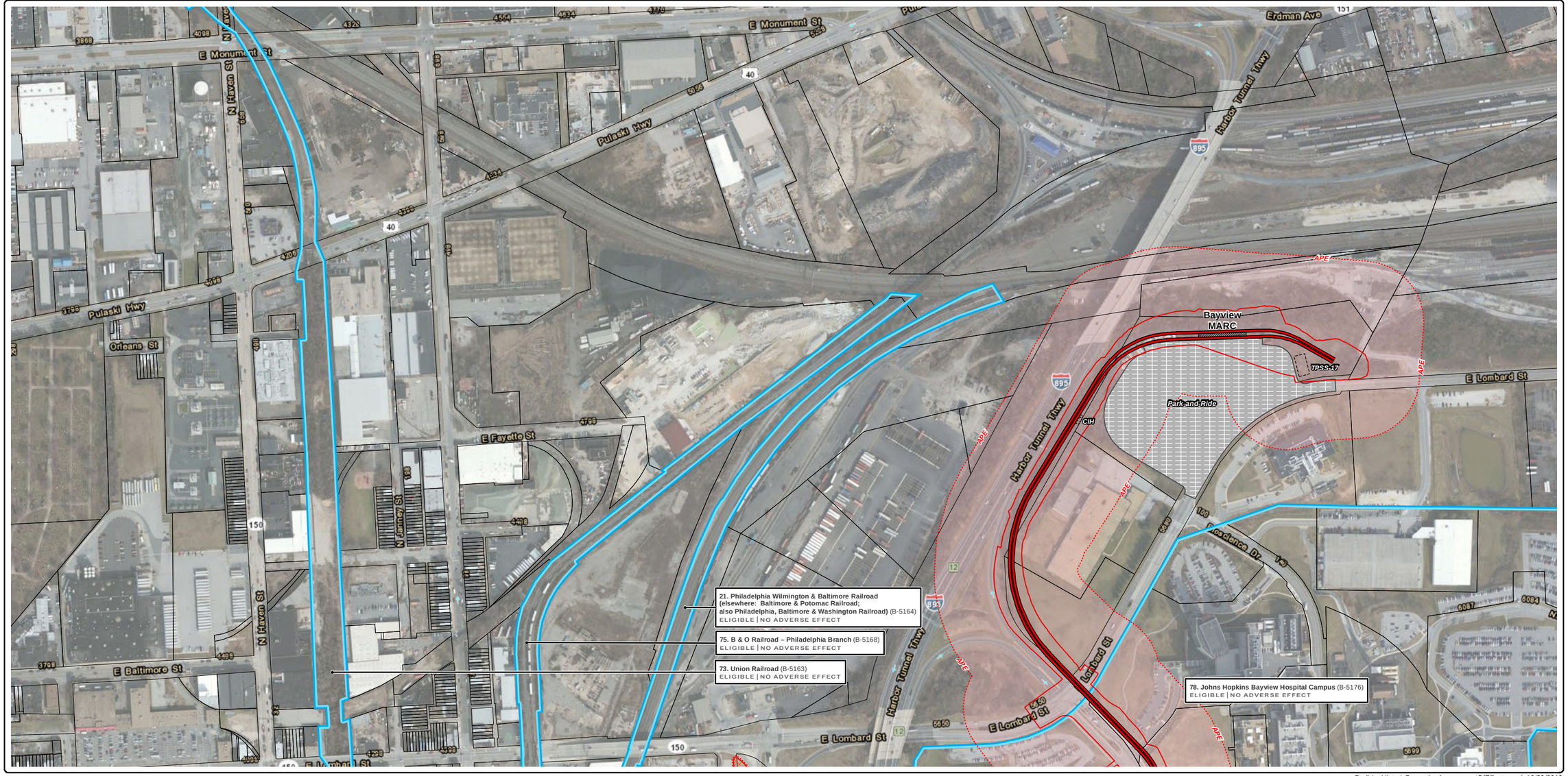
N

0 200 400 Feet

SHEET INDEX





RedLineHistoricPropertiesAssessmentOfEffects.mxd, 10/30/2012

1. Franklintown Road over Dead Run Bridge (SHA #B0096)
MIHP No. BA-2853

Franklintown Road over Dead Run Bridge (SHA #B0096) is a seventy-five foot long, double span arch bridge located between Security Boulevard and Dogwood Road. The bridge was constructed in 1928 using a filled-concrete method and provided access into the Franklintown community across Dead Run. Currently, the bridge accommodates a single lane of vehicle traffic exiting Security Boulevard to the east and the Gwynns Falls Trail. The bridge was determined eligible for listing in the NRHP under Criterion C as an example of the filled-concrete arch bridge construction method.

The Red Line Project proposes a park-and-ride lot and associated improvements to Security Boulevard southwest of the property. Roadway improvements to Security Boulevard would take place approximately 50 feet west of the bridge, and the park-and-ride lot would be located approximately 950 feet west of Security Boulevard and 1050 feet southwest of the bridge.

No physical impacts to the bridge would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The bridge no longer retains integrity of setting due to the construction of multi-lane Security Boulevard to the property's west and its intersection with North Forest Park Avenue. Trees partially obscure some views to the intersection from the bridge, but Security Boulevard and its accompanying vehicle traffic near the intersection are clearly visible from the bridge's western NRHP boundary. This multi-lane roadway is out of character with the bridge's historic rural setting. The proposed park-and-ride lot would not be visible from the bridge due to intervening trees and buildings; associated improvements to Security Boulevard would be visible. No historically significant views to or from the bridge were identified. Although roadway improvements to Security Boulevard would be visible from the bridge, these improvements would represent a minor change to the property's altered setting. Because no historically significant views to or from the bridge would be obscured, no visual effects to the property were identified. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, although a minor change to the bridge's setting would occur, no project activity would alter the bridge's feeling as a historic transportation facility or its association as a stream crossing into the Franklintown community. Therefore, project implementation would also have no effect on the property's integrity of feeling and association.

Based on this evaluation, the Red Line Project would have **no effect** to Franklintown Road over Dead Run Bridge (SHA #B0096).

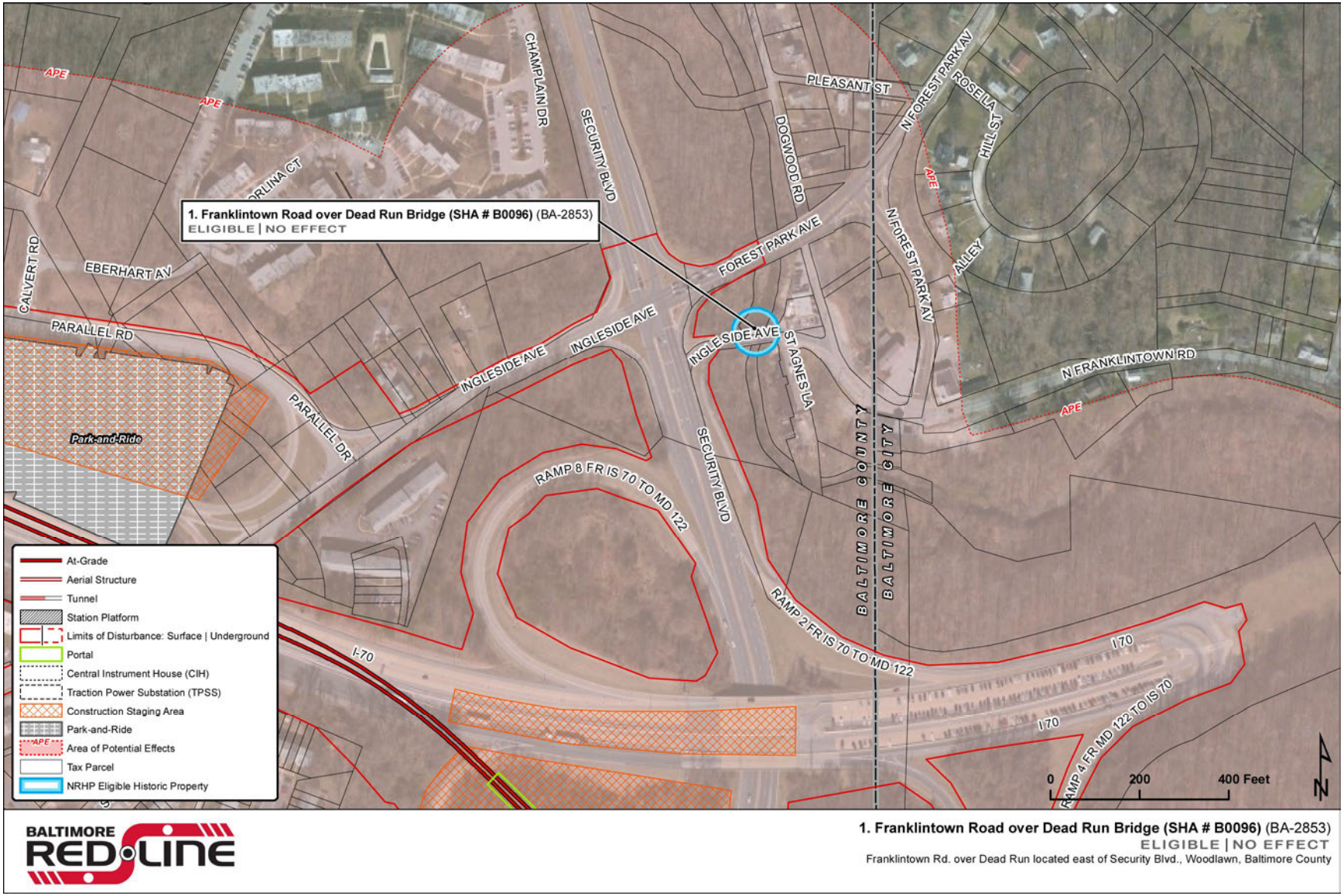


Figure 3. Proposed project in vicinity of Franklintown Road over Dead Run Bridge

Figure 4. View northeast at Ingleside Avenue toward the proposed alignment on the Interstate 70 overpass, with Franklintown Road over Dead Run Bridge located beyond

Figure 5. View northeast from Security Boulevard near the current Interstate 70 cloverleaf toward Franklintown Road over Dead Run Bridge

Figure 6. View southwest from the top of Franklintown Road over Dead Run Bridge, with the current Interstate 70 cloverleaf, and proposed alignment and park-and-ride lot located beyond

Figure 7. View west with the Franklintown Road over Dead Run Bridge in the foreground, and the proposed alignment, I-70 Park-and-Ride Lot, and I-70 Park-and-Ride Station located beyond trees

2. Franklintown Historic District
5100-5201 North Franklintown Road, 1707-1809 North Forest Park Avenue, 5100 Hamilton Avenue, and 5100 Fredwall Avenue
MIHP No. B-1316

The Franklintown Historic District is a planned resort community centered around an oval, wooded park. Radiating wedge-shaped lots contain a mill complex, an inn, houses, and commercial buildings constructed from ca. 1832 to the mid-twentieth-century. The district is characterized by modest vernacular buildings with excellent examples of the I-house form with steeply pitched gabled roofs. The district was listed in the NRHP under Criterion A for its development as an early nineteenth-century planned resort community outside of Baltimore, and under Criterion C for its collection of nineteenth- and twentieth-century vernacular building forms and planned oval-shaped park with radiating wedge-shaped lots.

In the vicinity of the Franklintown Historic District, the Red Line Project would include construction of a park-and-ride lot approximately 1,450 feet southwest of the historic district and associated roadway improvements to Security Boulevard, North Forest Park Avenue, and Interstate 70. These roadways are located approximately 250 to 425 feet west and south of the historic district's boundary.

No physical impacts to the Franklintown Historic District would occur; no project activity is proposed within the NRHP boundary. Therefore, no effects to the district's integrity of location, design, materials, and workmanship would occur.

Project implementation would not affect the Franklintown Historic District's setting. Along the district's west and south boundaries, substantial intervening vegetation, which includes dense stands of mature trees, obstructs views to and from the district and the proposed park-and-ride lot and associated roadway improvements to Security Boulevard, North Forest Avenue, and Interstate 70. No historically significant views to or from the district would be obscured by project implementation, and no character-defining features of the district's setting would be affected. Because no significant views would be obscured, no visual impacts to the district were identified. Therefore, project implementation would have no effect to the Franklintown Historic District's integrity of setting.

Furthermore, no project activity would alter the Franklintown Historic District's feeling as a historic, planned resort community, or its association with vernacular architecture and nineteenth-century community planning. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the Red Line Project would have **no effect** to the Franklintown Historic District.

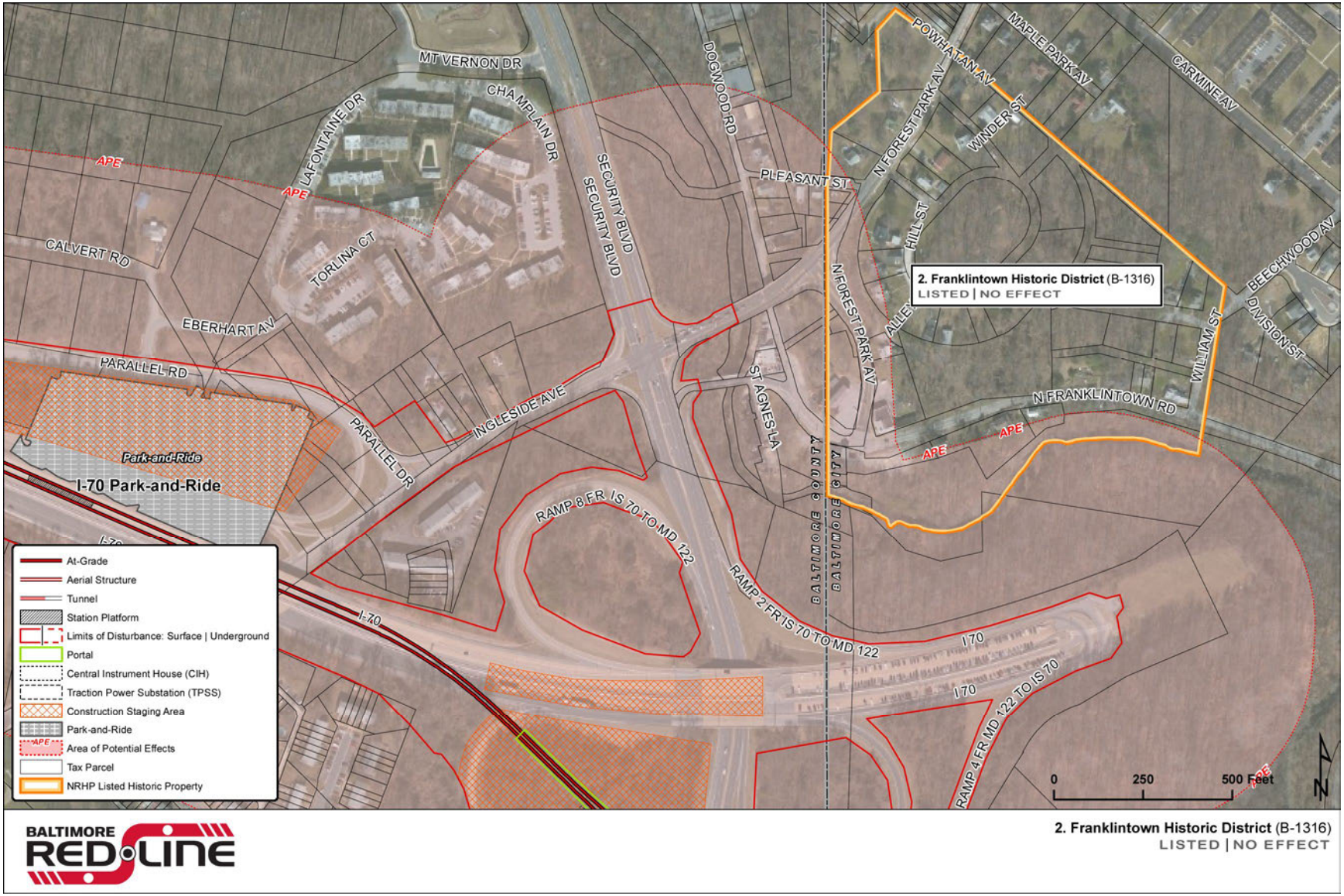


Figure 8. Proposed project in vicinity of Franklintown Historic District

Figure 9. View northeast at Ingleside Avenue toward the proposed alignment on the Interstate 70 overpass, with the Franklintown Historic District located beyond

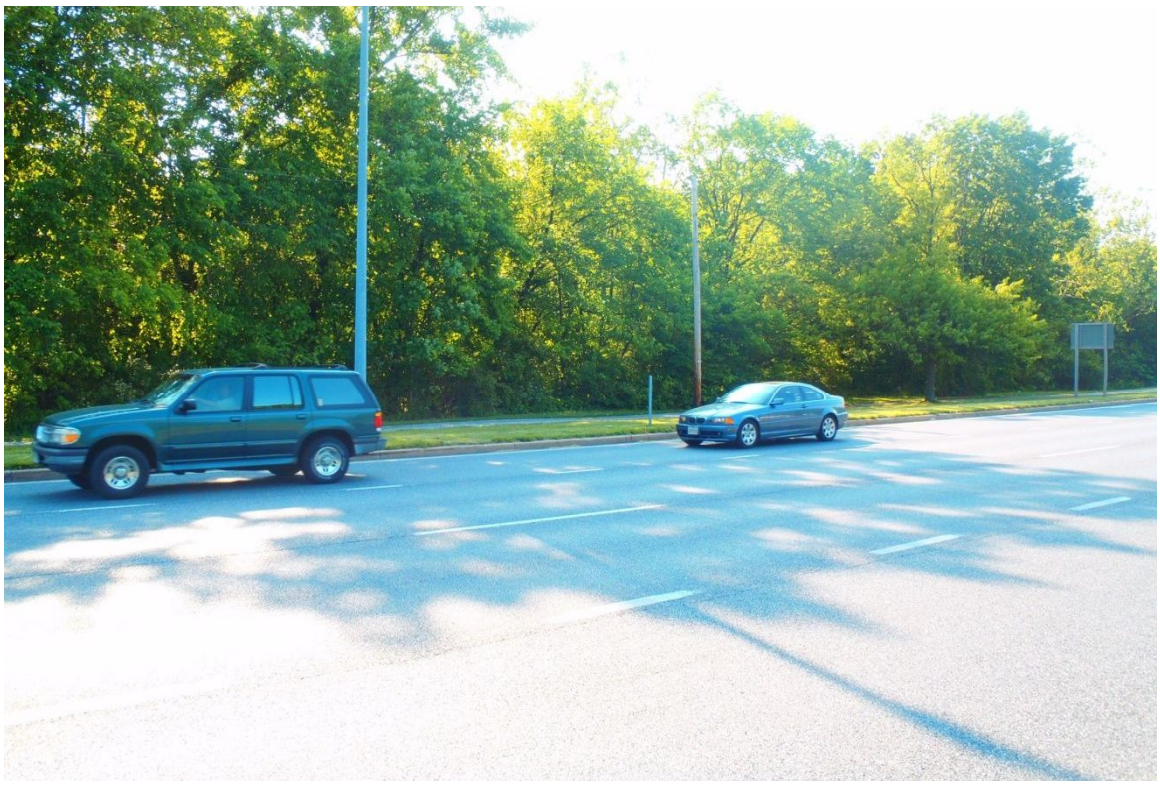


Figure 10. View southeast toward the Franklintown Historic District from Security Boulevard near the current Interstate 70 cloverleaf

Figure 11. View west from Old Ingleside Avenue at Franklintown Historic District toward the proposed alignment, I-70 Park-and-Ride Lot, and I-70 Park-and-Ride Station (all located beyond the trees)

3. Gwynns Falls Park/Leakin Park
Flanking Edmondson Avenue between Hilton Street and Ellicott Driveway
MIHP No. B-4610

Gwynns Falls Park/Leakin Park is a large, naturally landscaped park designed by Olmsted Brothers Landscape Architects and recorded in 1904 in their *Report Upon the Development of Public Grounds for Greater Baltimore*. Largely centered around a stream valley, the park was designed to include the Ellicott Driveway, now a pedestrian path, and the Western Maryland Railroad-Tidewater Extension line. Frederick Law Olmsted, Jr. played a major role in creating Baltimore's planning department and reconstructing downtown Baltimore following the 1904 Great Fire. Gwynns Falls Park/Leakin Park was determined eligible for listing in the NRHP under Criterion A for its association with the Olmsted 1904 plan for Baltimore, Criterion B for its association with the Olmsted landscape design firm, and Criterion C for its natural landscape design.

The Red Line occurs in the vicinity of Gwynns Falls Park in two areas: near I-70 in the western portion of the project and also along Edmondson Avenue where the Red Line will run above the park. In the west, project improvements in the park's vicinity consist of minor improvements to existing sidewalks and streets near the existing I-70 park-and-ride lot near the park's west boundary.

In the vicinity of Gwynns Falls Park/Leakin Park, Red Line Project implementation would include construction of dual tracks and an overhead catenary system, consisting of support poles and wires, in the center of Edmondson Avenue's right-of-way. Edmondson Avenue traverses the park above its stream valley via a six-lane bridge running east to west. The Red Line would cross the Edmondson Avenue Bridge over Gwynns Falls/ Leakin Park. Baltimore City is currently undertaking a project to improve and widen the Edmondson Avenue Bridge, and impacts to Gwynns Falls/ Leakin Park as a result of bridge improvements and/or widening are being evaluated by the Baltimore City as part of the Edmondson Avenue Bridge project. Construction of the Edmondson Avenue Bridge improvements would be completed prior to the construction of the Red Line. No impacts to the park are anticipated as a result of the Red Line.

Additional project improvements in the park's vicinity consist of minor improvements to existing sidewalks and streets at Edmondson Avenue's intersection with Hilton Parkway, a pre-existing paved road within the park's boundaries, as well as similar improvements near the existing I-70 park-and-ride lot near the park's west boundary. No planned stations are proximate to Gwynns Falls Park/Leakin Park.

Although project implementation would occur within the property's NRHP boundaries, Red Line work will actually occur above the park; no physical impacts to the property's character-defining features would occur. All project work within the NRHP boundary would take place on the Edmondson Avenue bridge and above the park, or be limited to minor improvements to existing sidewalks and streets in the immediate vicinity of the bridge. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Red Line Project implementation would not adversely affect Gwynns Falls Park/Leakin Park's setting. Although the proposed alignment and overhead catenary system along Edmondson Avenue would be visible from some points within the park, as well as cross the park's NRHP boundary, these project facilities represent a minor alteration to the property's overall visual setting. Additionally, project implementation would primarily occur above parklands and in the center of the Edmondson Avenue bridge, which carries a six-lane road with substantial traffic and does not contribute to the park's historic setting. Views from the park to the Edmondson Avenue bridge and project alignment are partially screened by intervening vegetation; the bridge itself would also substantially screen the project alignment from the park's viewshed. Historically, Baltimore streetcars ran down Edmondson Avenue from 1899 until 1954, traversing Gwynns Falls Park/Leakin Park, moving riders between downtown Baltimore and the western suburbs. No historically significant views would be obstructed as a result of any project work at the existing I-70 park-and-ride lot near the park's west boundary. Therefore, no historically significant views to or from the park would be obscured by project implementation, and no character-defining features of the park's setting would be affected. Because no views would be obscured, no visual effects to the park were identified. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the park's feeling as a naturally landscaped park or its association with the Olmsted Brothers Landscape Architects firm. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Red Line Project would have **no effect** to Gwynns Falls Park/Leakin Park.

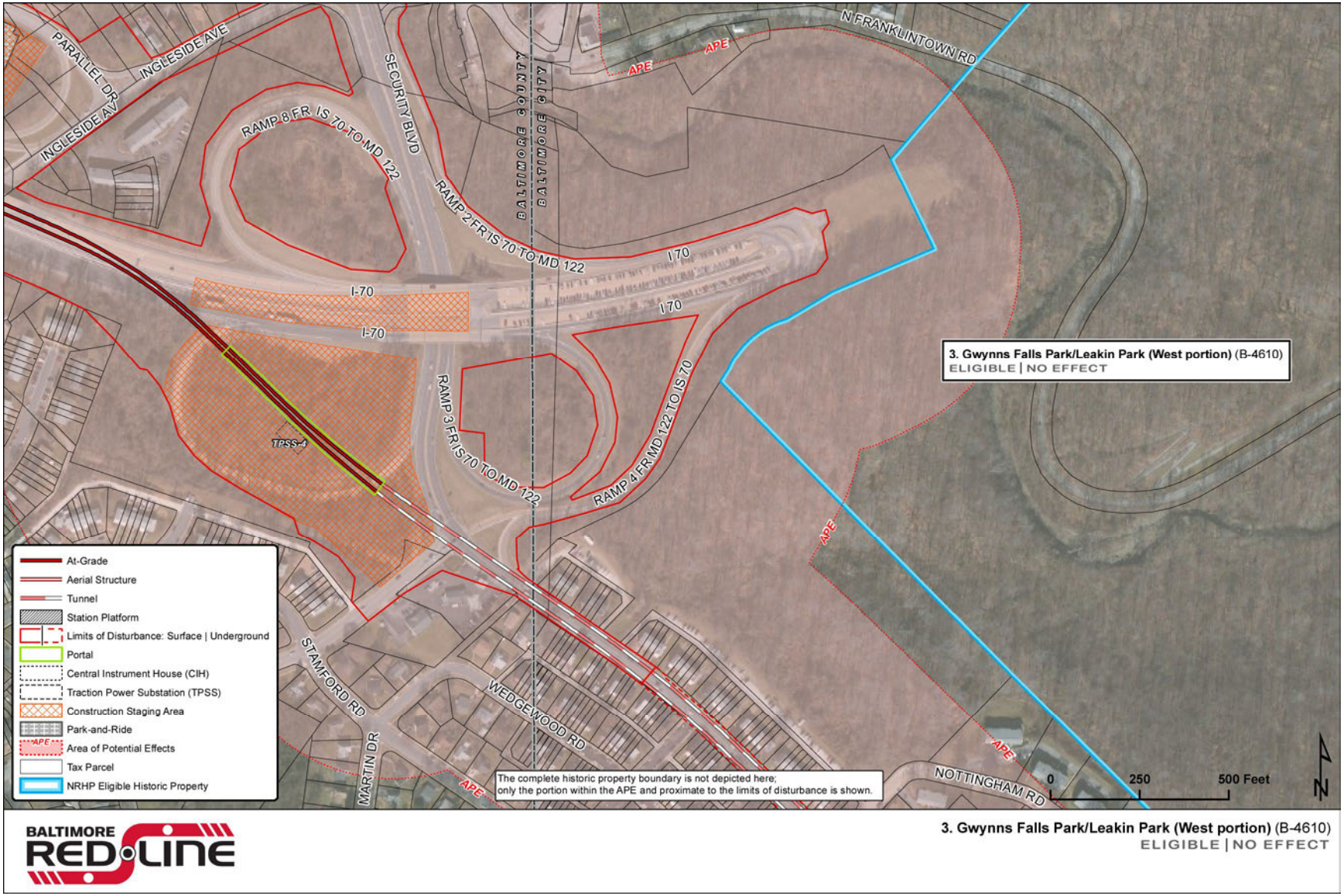


Figure 12. Proposed project in vicinity of Gwynns Falls Park/Leakin Park (Map 1 of 2)

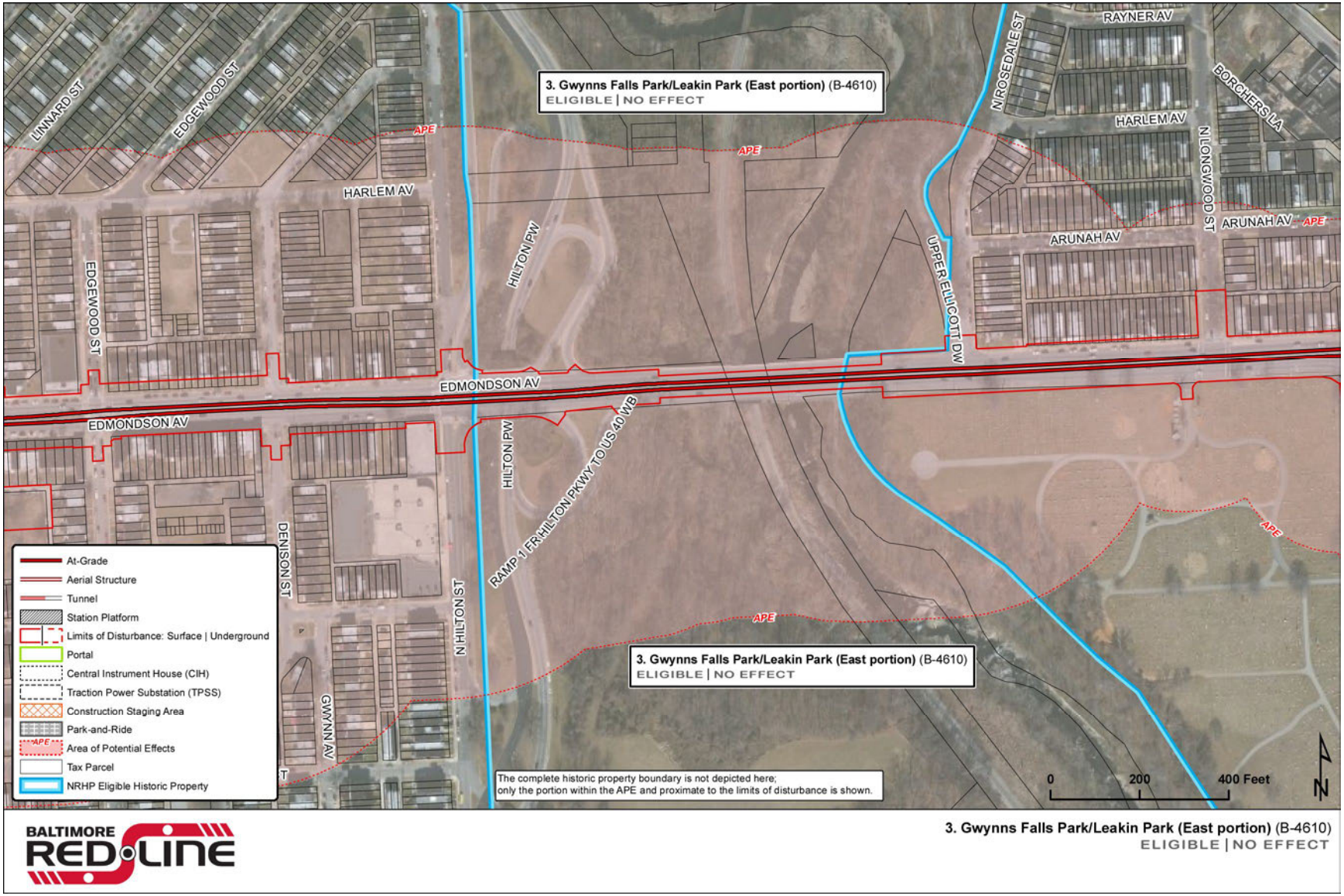


Figure 13. Proposed project in vicinity of Gwynns Falls Park/Leakin Park (Map 2 of 2)

Figure 14. View southwest toward the proposed at-grade alignment on the Edmondson Avenue Bridge over Gwynns Falls Park/Leakin Park

Figure 15. View northeast toward the proposed at-grade alignment on the Edmondson Avenue Bridge over Gwynns Falls Park/Leakin Park

Figure 16. View southwest within Gwynns Falls Park/Leakin Park toward the proposed at-grade alignment on the Edmondson Avenue Bridge (beyond the trees)

4. St. William of York Catholic Church and School
600 Cooks Lane
MIHP No. B-5100

The St. William of York Catholic Church and School consists of a two-and-a-half-story, Gothic Revival-style church constructed in 1914; it is faced with rusticated granite and carved limestone with a one-story front entrance section. A similarly styled, two-story, rusticated stone rectory is attached to the church's rear elevation. Other buildings include a Georgian Colonial Revival-style brick convent and school buildings constructed between 1937 and 1951. The church and school were determined eligible for listing in the NRHP under Criterion C and Criteria Consideration A as significant examples of the Gothic Revival and Colonial Revival styles as applied to religious and educational architecture.

Red Line Project components would primarily be underground in the St. William of York Catholic Church and School's vicinity. Project work would occur outside of the property's northeast NRHP boundary where the underground alignment would follow Cooks Lane and turn east to follow Edmondson Avenue. Additional project work in the property's vicinity would consist of sidewalk and existing street improvements. These improvements would be conducted along Edmondson Avenue, extending into approximately 0.1 of the historic property boundary's approximately 1.9 acres. No proposed stations are proximate to St. William of York Catholic Church and School.

No adverse physical impacts to the St. William of York Catholic Church and School would occur. Although the project's limit of disturbance enters into the property's NRHP boundary, the proposed activity consists of sidewalk upgrades and improvements to existing streets; no character-defining features of the property would be impacted. Therefore, no adverse effects to the property's integrity of location, design, materials, and workmanship would occur.

Above-ground project implementation would take place in the form of minor sidewalk and existing street improvements. No historically significant views to or from the property would be obscured by project implementation, and no character-defining features of the property's setting would be impacted. Because no historically significant views would be obscured, no visual effects to the property were identified. Therefore, project implementation would have no effect to St. William of York Catholic Church and School's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a Gothic Revival-style church with surrounding Gothic and Colonial Revival-style buildings, or its association with those styles or as a religious and educational institution. Therefore, project implementation would have no effect to the St. William of York Catholic Church and School's integrity of feeling or association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to the St. William of York Catholic Church and School.

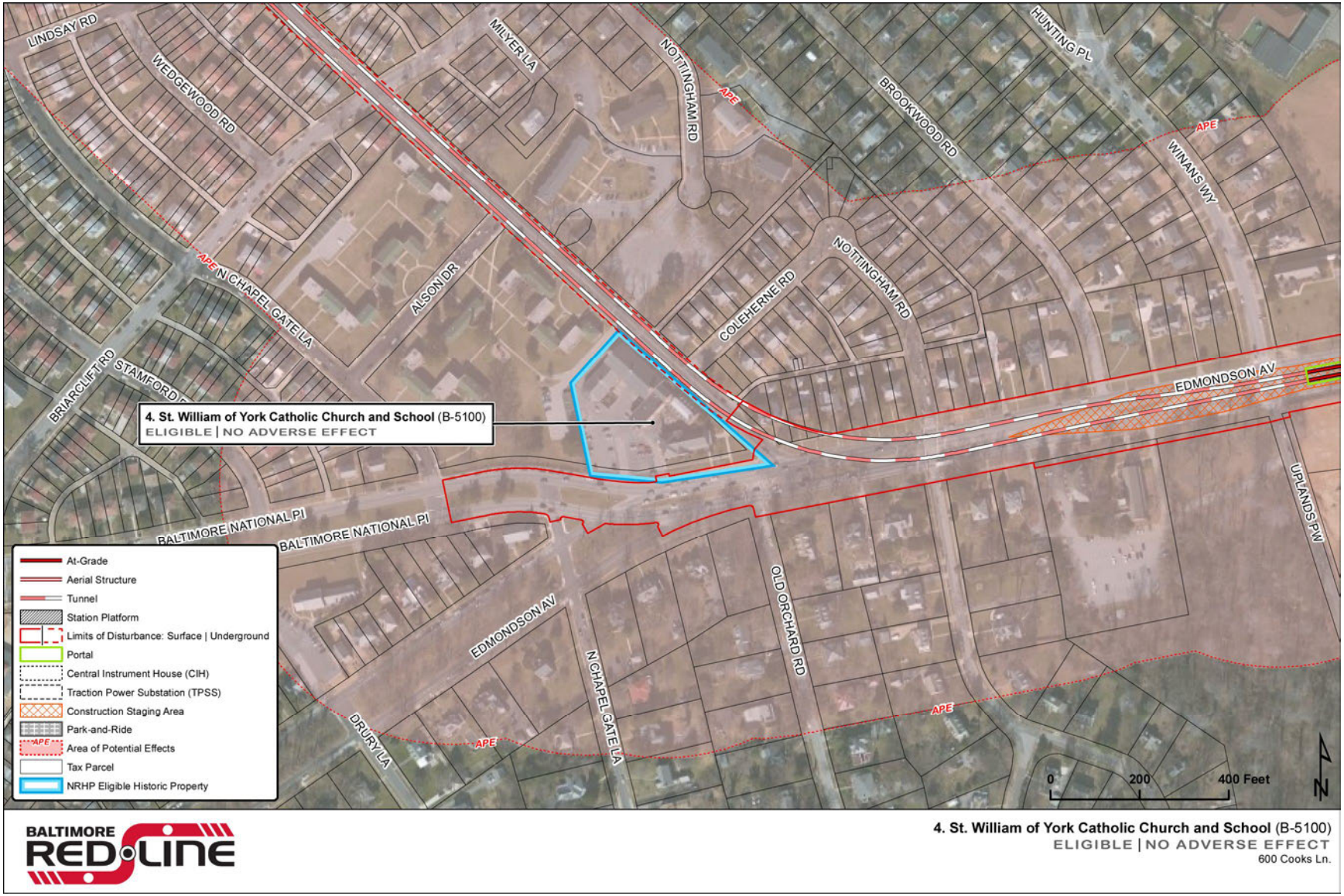


Figure 17. Proposed project in vicinity of St. William of York Catholic Church and School

Figure 18. View northwest toward the St. William of York Catholic Church and School, with the proposed tunnel alignment transitioning from beneath Cooks Lane to beneath Edmondson Avenue (foreground)

Figure 19. View northeast from the St. William of York Catholic Church and School toward the proposed tunnel alignment beneath Cooks Lane

Figure 20. View southeast from the St. William of York Catholic Church and School toward the proposed tunnel alignment transitioning from beneath Cooks Lane (foreground) to beneath Edmondson Avenue

5. Ten Hills Historic District
Roughly bounded by Uplands Park, Edmondson Avenue, and Westgate Road
MIHP No. B-5124

The Ten Hills Historic District is a planned suburban residential neighborhood originally built for upper-middle-class families. The neighborhood incorporated the area's natural setting in its planning and includes many architect-designed detached houses. Houses were built between circa 1910 and 1960; architectural styles include Colonial Revival, Tudor Revival, Craftsman, Spanish/Mission Revival, French Normandy Revival, Italian Renaissance Revival, and Ranch. The Ten Hills Historic District was determined eligible for listing in the NRHP in 2007; it is eligible under Criterion A for its historic association with upper-middle-class suburban development in Baltimore; it is also eligible under Criterion C for its architect-designed residences that display an array of popular revival styles that reference historic precedents.

Red Line Project activity near the Ten Hills Historic District would occur near only a small portion of the large historic district, primarily along Edmondson Avenue and the district's north NRHP boundary. Small areas of the historic district are within public right-of-way and the project's current limits of disturbance (LOD); however, the LOD would not extend into the parcels of contributing buildings. Within the district, above-ground work within the LOD and historic district boundaries would include streetscape improvements only in existing right-of-way. At this area, additional project features that would be visible from the Ten Hills Historic District include the portal that transitions the proposed alignment from the Cooks Lane Tunnel to at-grade tracks along Edmondson Avenue, and the dual track, overhead catenary lines, and associated support poles within that roadway. All of the above-ground project components along Edmondson Avenue would be approximately 200 feet east of the historic district's northeast corner.

Only minor physical impacts to existing right-of-way for streetscape improvements are planned within the historic district; no project work is proposed within contributing parcels. Therefore, no adverse effects to the district's integrity of location, design, materials, or workmanship would occur.

The Ten Hills Historic District retains integrity of setting within the district and along Edmondson Avenue. The Hunting Ridge Historic District is located directly to the district's north, and St. Bartholomew's Episcopal Church is located directly to its east; both are NRHP eligible. Edmondson Avenue retains its tree-lined boulevard character just outside and along the district's north boundary. Only a small portion of the Ten Hills Historic District boundary fronts the alignment and that portion is below ground within a tunnel. The portal and other project components would be visible in the distance, but not located proximate to the historic district boundary. Because the project would only be minimally visible from the district, implementation would have no adverse effect to the district's integrity of setting.

The Ten Hills Historic District retains integrity of feeling and association. Character-defining features that convey the buildings' expression of their aesthetic and period in time, as well as their association with late-nineteenth- and early twentieth-century residential revival architecture in Baltimore, are present. The Red Line Project would not alter the district's ability to convey its

significance in these areas. Therefore, the project would have no effect on the Ten Hills Historic District's integrity of feeling and association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to the Ten Hills Historic District.

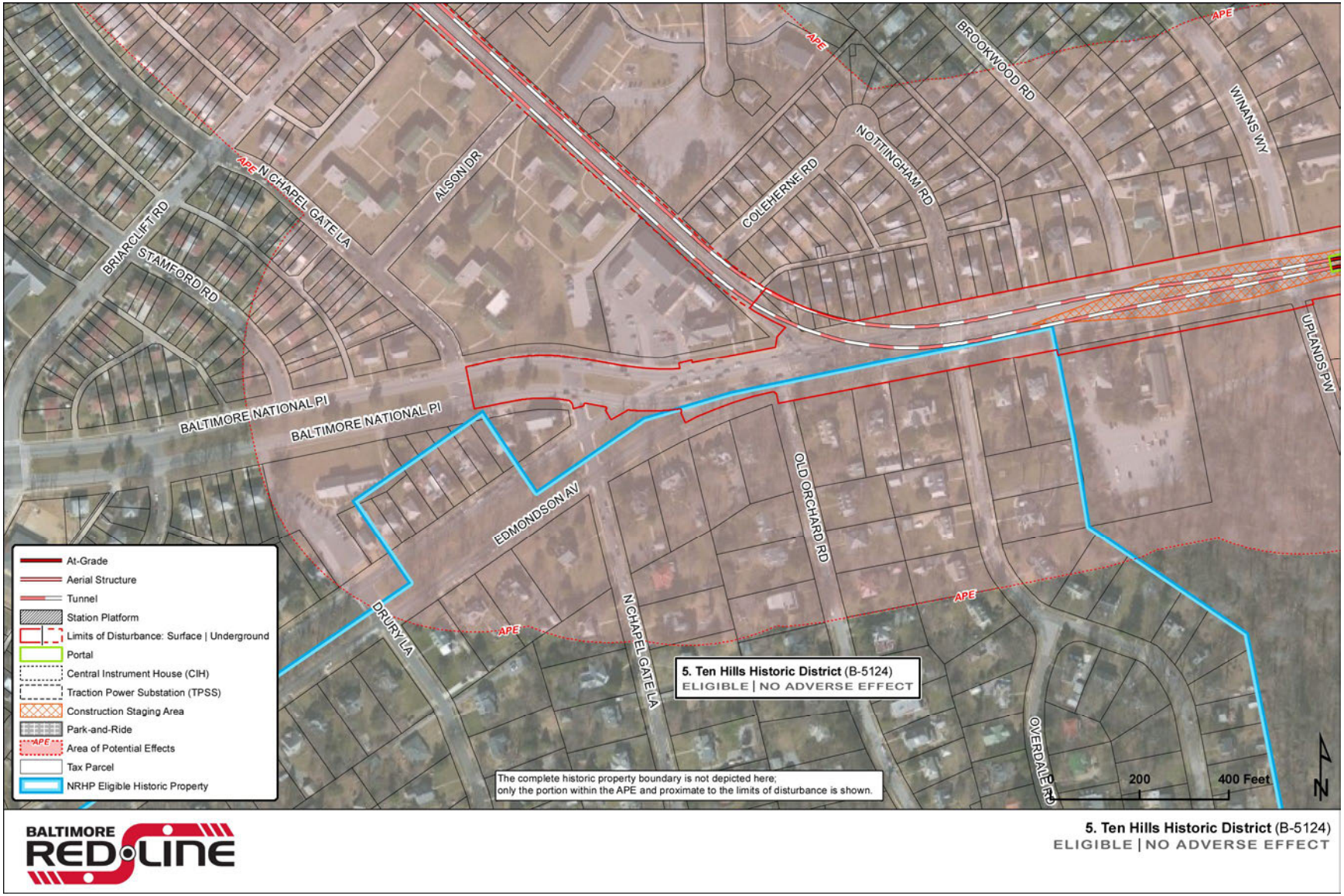


Figure 21. Proposed project in vicinity of Ten Hills Historic District

Figure 22. View south toward the Ten Hills Historic District and to the proposed tunnel alignment transitioning from beneath Cooks Lane (foreground) to beneath Edmondson Avenue

Figure 23. View northwest from the Ten Hills Historic District toward the proposed tunnel alignment transitioning from beneath Cooks Lane to beneath Edmondson Avenue (foreground)

Figure 24. View northeast from the Ten Hills Historic District toward Nottingham Road and the proposed tunnel alignment beneath Edmondson Avenue

Figure 25. View west from the proposed tunnel alignment beneath Edmondson Avenue (at Brookwood Road); Ten Hills Historic District on south

6. Hunting Ridge Historic District
Bounded by Edmondson Avenue, Nottingham Road, Leakin Park, Winans Way, and Glen Allen Drive
MIHP No. B-5125

The Hunting Ridge Historic District is a planned, suburban, middle-class residential neighborhood that developed from 1923 to the mid-twentieth century. Incorporating its natural setting, the planned neighborhood exhibits the Shingle, Colonial Revival, Dutch Colonial, Cape Cod, Tudor Revival, Craftsman, and Ranch styles. The Hunting Ridge Historic District was determined eligible for listing in the NRHP under Criterion A for its association with suburban development west of Baltimore, and under Criterion C as a significant collection of intact, early to mid-twentieth-century residential architecture representing various period styles.

In the vicinity of the Hunting Ridge Historic District, the Red Line Project would run underground beneath Cooks Lane and the district's southwest NRHP boundary and turn east to follow Edmondson Avenue near the district's southern NRHP boundary, remaining underground. In the vicinity Brookwood Road, the alignment would ascend to grade via an open portal flanked by concrete retaining walls. The portal walls would be approximately three feet in height and constructed of neutral-color concrete; non-opaque barriers approximately ten feet tall would top the walls to meet safety standards. The project's limits of disturbance extend into the historic district boundary above ground along Edmondson Avenue, but would remain within public right-of-way; this work would not extend onto parcels containing contributing resources. The alignment would consist of dual tracks running down the center of Edmondson Avenue with support poles and catenary lines. No planned stations are proximate to the Hunting Ridge Historic District. A traction power substation would be located outside of the historic district's eastern boundary; views to it will be blocked by two tree stands and it may be screened additionally to minimize visual impacts.

No direct physical impacts to contributing resources within the Hunting Ridge Historic District would occur. Above-ground work would extend into the historic district boundary within existing right-of-way only. Although tunneling would occur beneath the historic district's southwest boundaries, it would be at depths that would not physically impact the district's properties. Therefore, no adverse effects to the district's integrity of location, design, materials, and workmanship would occur.

The Hunting Ridge Historic District retains integrity of setting within the district and outside of the boundaries. The NRHP-eligible Ten Hills Historic District is directly to the district's south, and the Hunting Ridge Presbyterian Church is directly to its east. The proposed tunnel beneath Cooks Lane and portions of Edmondson Avenue would not alter the district's visual setting along and beneath the district's southern boundaries as it would not be visible from any of the district's properties. Although project components, including trackwork and the catenary system, would be visible from several properties at the district's southeastern corner, these project facilities represent a minor alteration to the district's visual setting in this area and would occur outside of the historic district's boundary. The tunnel portal would introduce a new element to the setting; however, design measures, including neutral colors, low wall height, and non-opaque

fencing would reduce the visual effect of the portal. Therefore, the project would have no adverse effect to the historic district's setting.

No project activity would alter the district's feeling as a collection of early to mid-twentieth-century housing styles, or its association with the various represented architectural styles and with historic suburban expansion in Baltimore. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to the Hunting Ridge Historic District.

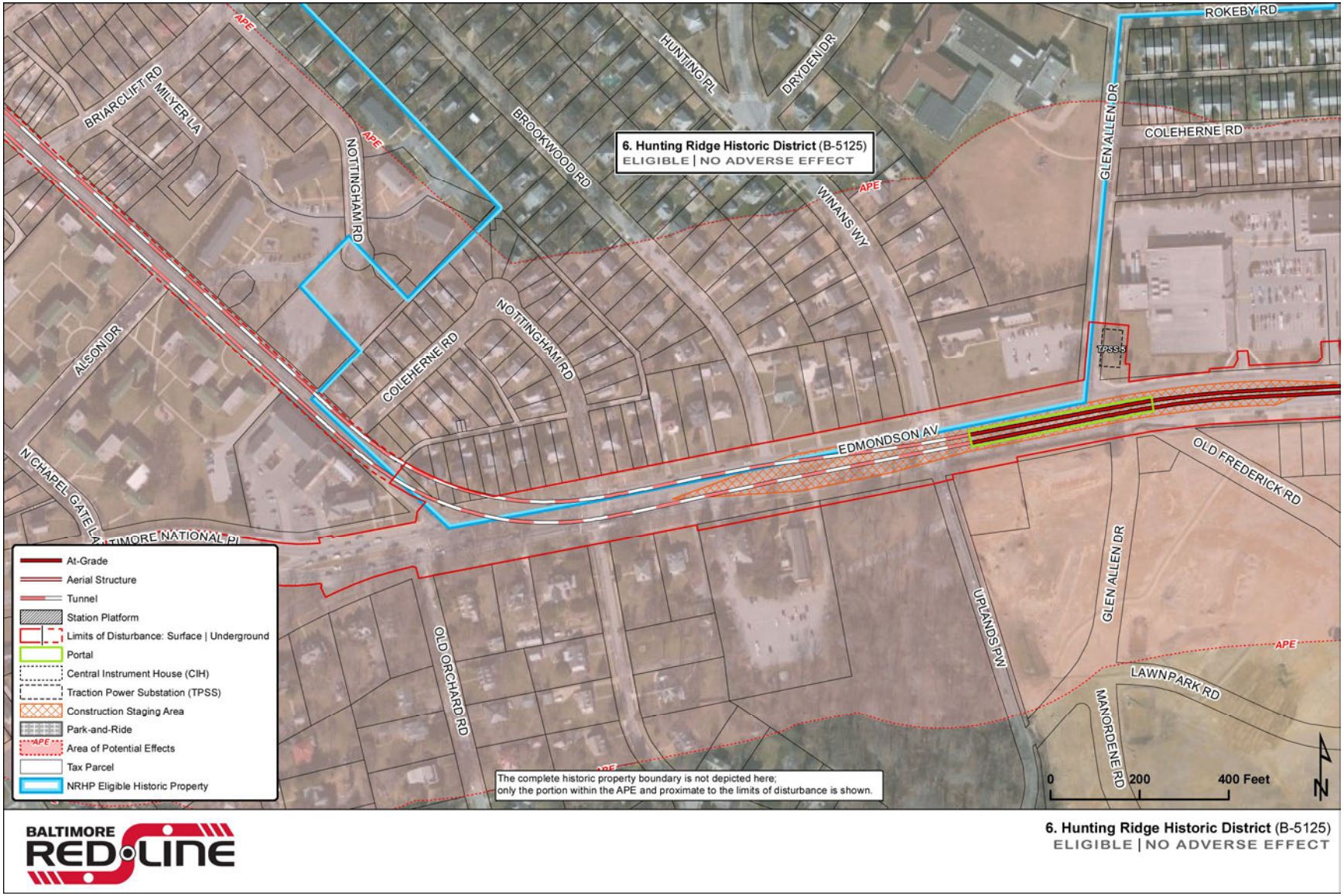


Figure 26. Proposed project in vicinity of the Hunting Ridge Historic District

Figure 27. View northeast toward the proposed tunnel alignment beneath Cooks Lane and to the Hunting Ridge Historic District from just northwest of Edmondson Avenue

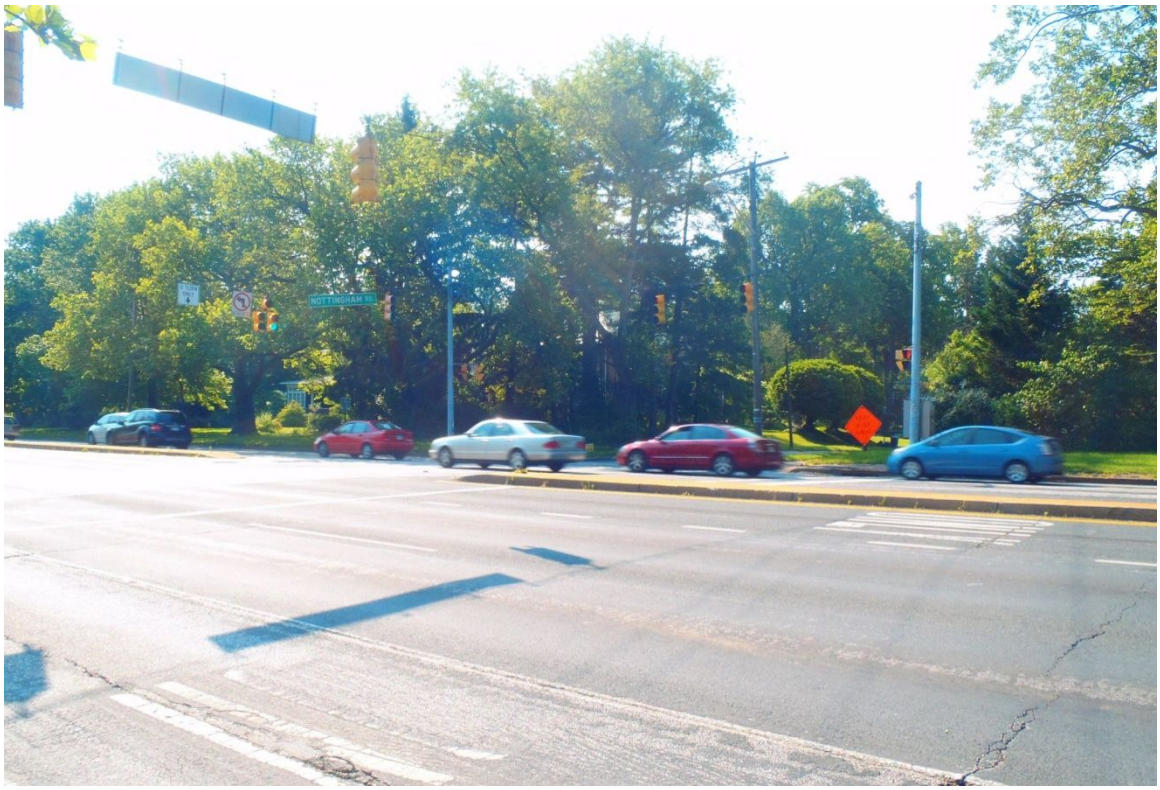


Figure 28. View southeast from the Hunting Ridge Historic District toward the proposed tunnel alignment beneath Edmondson Avenue at intersection with Nottingham Road

Figure 29. View northwest toward the proposed tunnel alignment beneath Edmondson Avenue and to the Hunting Ridge Historic District (from Brookwood Road)

Figure 30. View west along proposed alignment beneath Edmondson Avenue and to portal location (from between Winans Way and Glen Allen Drive); Hunting Ridge Historic District to north

Figure 31. View southeast along the proposed alignment beneath Edmondson Avenue and to portal from Hunting Ridge Historic District (from between Winans Way and Glen Allen Drive)

Figure 32. View northwest toward the Hunting Ridge Historic District from a proposed traction power substation location at the northeast corner of Edmondson Avenue and Glen Allen Drive

Figure 33. View southeast from the Hunting Ridge Historic District toward a proposed traction power substation location at the northeast corner of Edmondson Avenue and Glen Allen Drive

7. Hunting Ridge Presbyterian Church
4640 Edmondson Avenue
MIHP No. B-5106

The Hunting Ridge Presbyterian Church was built in 1930 and is an excellent example of the Tudor Revival style applied to sacred architecture. The church has a stucco and brick exterior with prominent half-timbering in three front-facing gables. An adjacent school building, constructed in the early 1950s, displays more modest Tudor Revival elements, as commonly applied to academic architecture; although it lacks the half-timbering, its brick cladding and steeply pitched dormers and articulated parapet end gables are typical of the style. The Hunting Ridge Presbyterian Church was determined eligible for listing in the NRHP under Criterion C and Criteria Consideration A for its architectural significance. Its skillful and sophisticated design not only embodies Tudor Revival design tenets but also is particularly appropriate for its surrounding residential neighborhood, which contains both Tudor Revival and other historically precedential architecture. The Hunting Ridge Presbyterian Church is also a contributing element to the Hunting Ridge Historic District, which is eligible for the NRHP.

Red Line Project activity near the Hunting Ridge Presbyterian Church would occur outside of the historic property boundary directly to the south and east; no work would occur within the property's historic boundary. Project features that would be visible from the Hunting Ridge Presbyterian Church include track and the catenary system along Edmondson Avenue, including overhead lines, support poles, and some lighting. The portal that would transition the alignment from tunnel to street grade would be located approximately 450 feet southwest of the church and be only minimally visible along busy Edmondson Avenue. A traction power substation would be located to the church's east and across Glen Allen Drive; a stand of trees would screen it from the church, and additional screening measures may be implemented if appropriate.

No physical impacts to the Hunting Ridge Presbyterian Church would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, or workmanship would occur.

The Hunting Ridge Presbyterian Church retains moderate integrity of setting; to the west, the Hunting Ridge Historic District and the Rognel Heights-Ten Hills School remain in place, but a new grocery store to the east and new residential development to the south compromise the integrity of setting. Although select project components, such as the catenary system, would be visible from the building, these features would only minimally change the altered historic setting, and the project would have no adverse effect on the Hunting Ridge Presbyterian Church's setting.

The Hunting Ridge Presbyterian Church retains integrity of feeling and association. Character-defining features that convey the building's expression of its aesthetic and period in time, as well as its association with sacred architecture in Baltimore, are present. The Red Line Project would not alter the building's ability to convey its significance in these areas. Therefore the project would have no effect on the Hunting Ridge Presbyterian Church's integrity of feeling and association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to the Hunting Ridge Presbyterian Church.

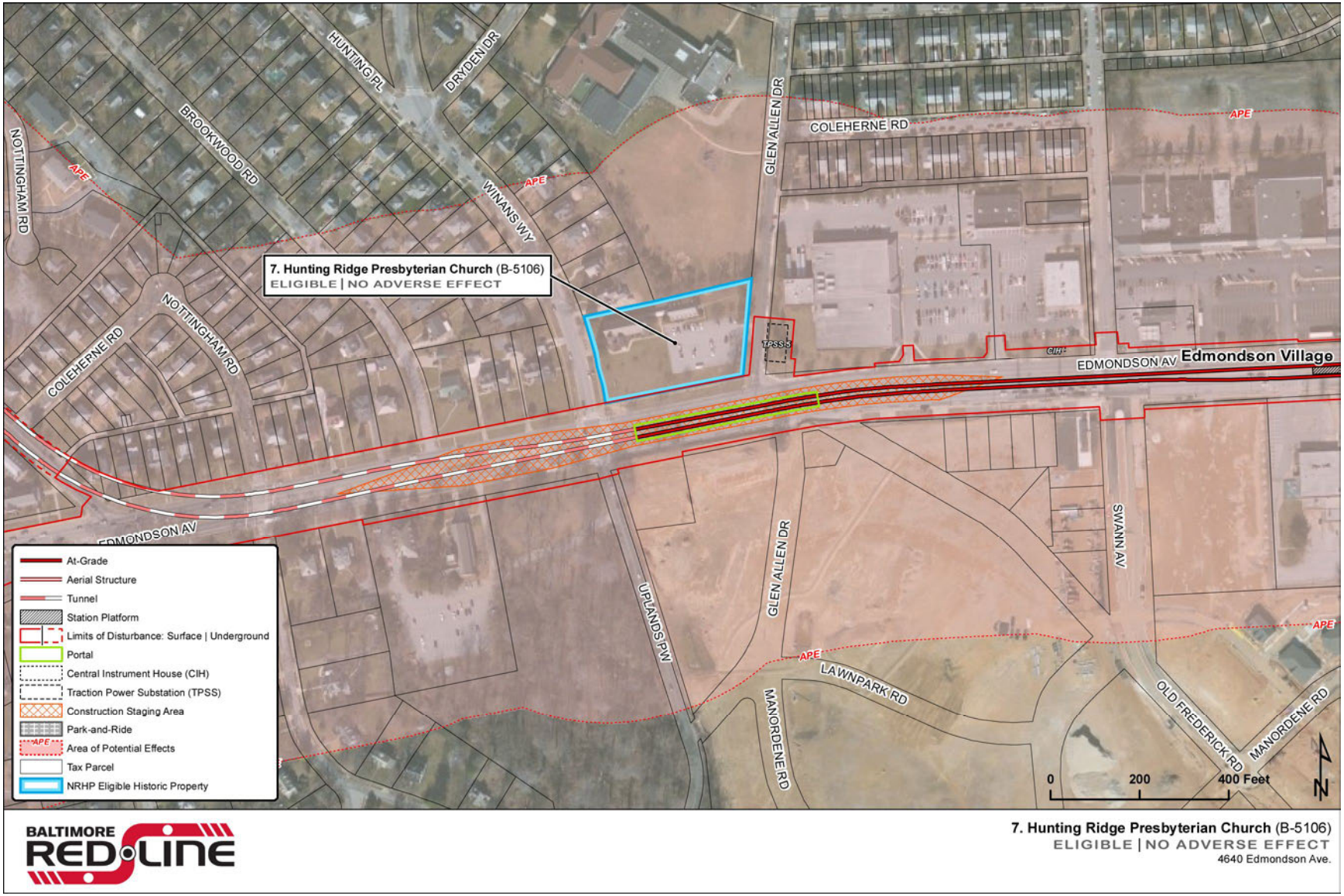


Figure 34. Proposed project in vicinity of Hunting Ridge Presbyterian Church

Figure 35. View west along the proposed alignment beneath Edmondson Avenue and at portal location; Hunting Ridge Presbyterian Church on north

Figure 36. View southwest from the Hunting Ridge Presbyterian Church toward the proposed alignment beneath Edmondson Avenue and portal location

Figure 37. View southeast from the Hunting Ridge Presbyterian Church toward the proposed alignment beneath Edmondson Avenue and portal location

Figure 38. View northwest toward Hunting Ridge Presbyterian Church from proposed traction power substation location (at the northeast corner of Edmondson Avenue and Glen Allen Drive)

Figure 39. View southeast from the Hunting Ridge Presbyterian Church toward a proposed traction power substation location (at the northeast corner of Edmondson Avenue and Glen Allen Drive)

8. Rognel Heights-Ten Hills School (Public School #232, Thomas Jefferson Elementary School)
605 Dryden Drive
MIHP No. B-4614

The Rognel Heights-Ten Hills School (Public School #232, Thomas Jefferson Elementary School) is a long, one-story, brick building designed in the Renaissance Revival style and constructed in 1925. A 1954 International Style addition expanded the school toward the southeast. The school was determined eligible for listing in the NRHP under Criterion A as an early educational institution established to meet the needs of the growing west Baltimore suburbs, and under Criterion C for its use of the Renaissance Revival style and International Style in educational institution design.

Near the school, Red Line Project implementation would include installation of the alignment along the center of Edmondson Avenue. The alignment, consisting of dual tracks and the catenary system, including support poles, wires, and some lighting, would be installed within Edmondson Avenue's right-of-way approximately 280 feet from the property's south NRHP boundary and approximately 650 feet from the school's south elevation. A traction power substation would be located approximately 100 feet southeast of the property's NRHP boundary outside of the district. Screening measures may be implemented to minimize any potential visual impacts, if appropriate. No planned stations are proximate to Rognel Heights-Ten Hills School.

No physical impacts to Rognel Heights-Ten Hills School would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would not affect the Rognel Heights-Ten Hills School's intact residential setting. Intervening vegetation, mature trees, and buildings substantially screen views to and from the school, the proposed alignment along Edmondson Avenue, and the traction power substation at the Glen Allen Drive-Edmondson Avenue intersection. Although the proposed alignment and traction power substation would be minimally visible from portions of the property's southeast boundary, these project facilities represent a minor alteration to the property's overall visual setting and would occur outside the historic property's boundary. In addition, the school is oriented northwest to Dryden Drive. Historically, Baltimore streetcars ran down Edmondson Avenue from 1899 until 1954, during the period of the Rognel Heights-Ten Hills School's establishment in suburban Baltimore. Growth of suburban residential neighborhoods corresponded to streetcar expansion during the late-nineteenth and into the twentieth century. No historically significant views to or from the school would be obscured by project implementation, and no character-defining features of the property's setting would be affected. Because no views would be obscured, no visual effects to the buildings were identified. Therefore, project implementation would have no effect to the school's integrity of setting.

Furthermore, no project activity would alter the building's feeling as a Renaissance Revival-style school with an International Style addition or its association with those styles or as a suburban school serving the growing west Baltimore area. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Red Line Project would have **no effect** to the Rognel Heights-Ten Hills School (Public School #232, Thomas Jefferson Elementary School).

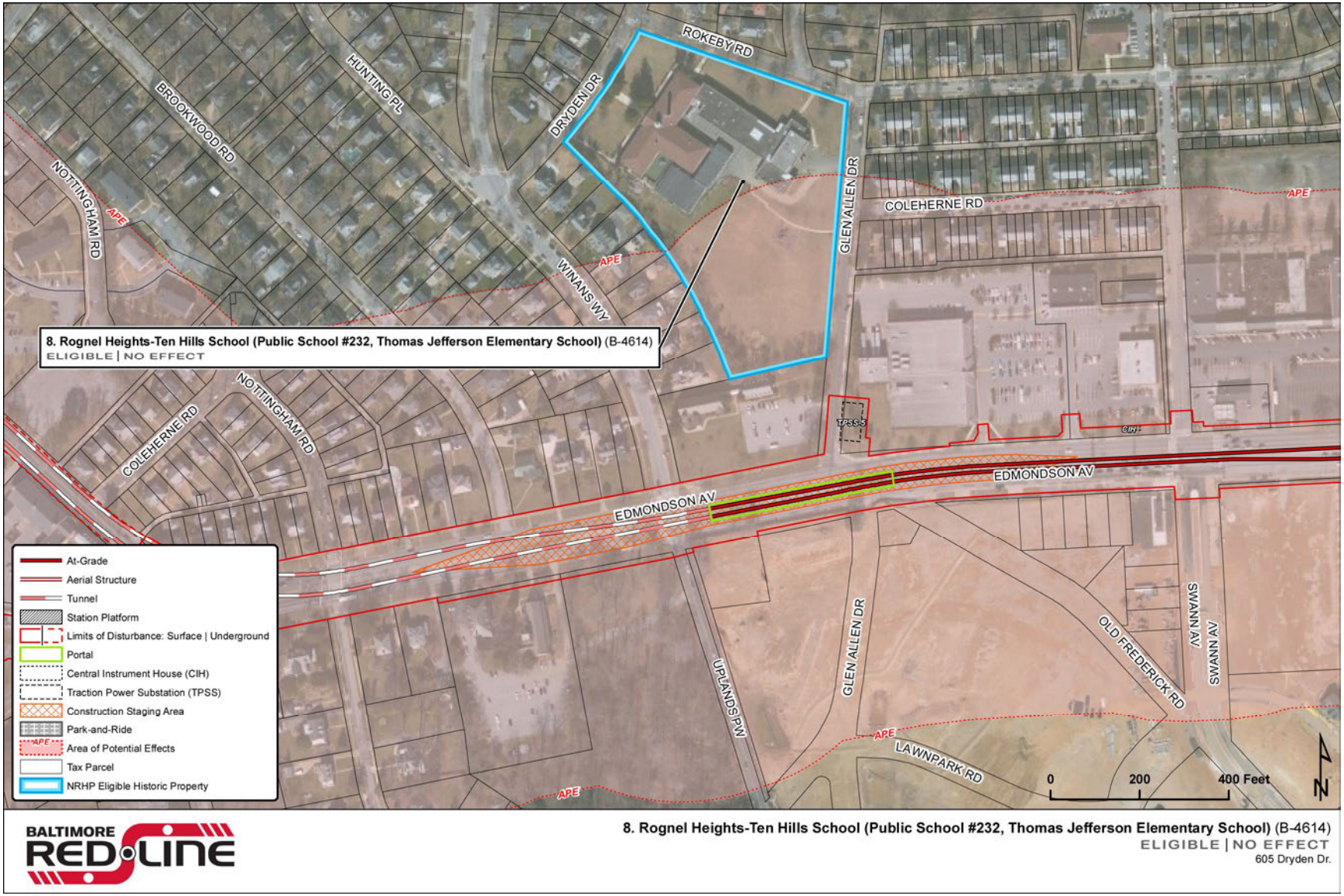


Figure 40. Proposed project in vicinity of the Rognel Heights-Ten Hills School (Public School #232, Thomas Jefferson Elementary School)

Figure 41. View northwest toward the Rognel Heights–Ten Hills School from the proposed alignment and portal on Edmondson Avenue at Glen Allen Drive; a proposed traction power substation location would be in the grassy area to north

Figure 42. View northwest toward the Rognel Heights–Ten Hills School from Glen Allen Drive at Edmondson Avenue; a proposed traction power substation location would be in the grassy area in the foreground

Figure 43. View south from Rognel Heights–Ten Hills School along Glen Allen Drive toward a proposed traction power substation (see red arrow) and the proposed alignment and portal on Edmondson Avenue

9. St. Bartholomew's Episcopal Church
4711 Edmondson Avenue
MIHP No. B-5105

St. Bartholomew's Episcopal Church is a two-and-a-half-story, Gothic Revival-style stone church with a three-story bell tower constructed in 1931-1932. A detached two-story, brick, Tudor Revival-style parish hall is located on the west side of the church. The buildings are located on a two-and-a-half-acre wooded property. St. Bartholomew's Episcopal Church and its accompanying parish hall were determined eligible for listing in the NRHP under Criterion C and Criteria Consideration A as early twentieth century examples of the Gothic and Tudor Revival styles used in religious architecture.

Near St. Bartholomew's Episcopal Church, a portion of the Red Line Project alignment would run east-west underground and beneath Edmondson Avenue, approximately 50 feet north of the property's north NRHP boundary. At approximately Winans Way/Uplands Parkway and near the historic property boundary's northeast corner, the alignment would transition to the surface via an open portal flanked by concrete retaining walls. The portal walls would be approximately three feet in height and constructed of neutral-color concrete; non-opaque barriers approximately ten feet tall would top the walls to meet safety standards. The alignment would transition onto dual trackwork running down the center of Edmondson Avenue. The aboveground alignment at this point would consist of the catenary system, including support poles, wires, and some lighting. Additional project work in the property's vicinity consists of sidewalk and existing street improvements. These improvements would be conducted along Edmonson Avenue and within the project's limit of disturbance, which, along the property's northern NRHP boundary, would extend up to 10 feet into the property; project work within the NRHP boundary would occur over 30 months and the property's grounds would be restored following completion of construction. No planned stations are proximate to St. Bartholomew's Episcopal Church; however, a traction power substation would be located 700 feet northeast of the historic property boundary and would not be visible due to vegetation screening and distance.

Limited project activity is proposed within and along the property's north NRHP boundary; the project's limits of disturbance extend into the boundary along a narrow, approximately 10-foot strip. However, project activity, including sidewalk upgrades and improvements to the existing street, would not physically impact the church building or any character-defining features of the property. Therefore, no adverse effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would not adversely affect St. Bartholomew's Episcopal Church's setting. Ten Hills Historic District is located to the property's west, and Hunting Ridge Historic District is located to its north. Although the former Uplands Apartments area to the property's east is currently being redeveloped, the church is screened from this redevelopment by a large parcel with a dense stand of mature trees. The proposed tunnel opening and portal walls would be visible from the property. The portal walls are planned to be approximately three feet in height and constructed of a neutral-colored concrete with a non-opaque barrier approximately ten feet above the wall, thereby minimizing visual impacts while meeting required safety standards.

While these project facilities represent an alteration to the church's visual setting, they would not obstruct any historically significant views to or from the property. No project activity within the NRHP boundary would impact any character-defining visual features of the property. Therefore, project implementation would have no adverse effect to the church's integrity of setting.

No project activity would alter the property's feeling as a Gothic Revival-style church with a Tudor Revival-style parish hall or its association with those styles. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to St. Bartholomew's Episcopal Church.

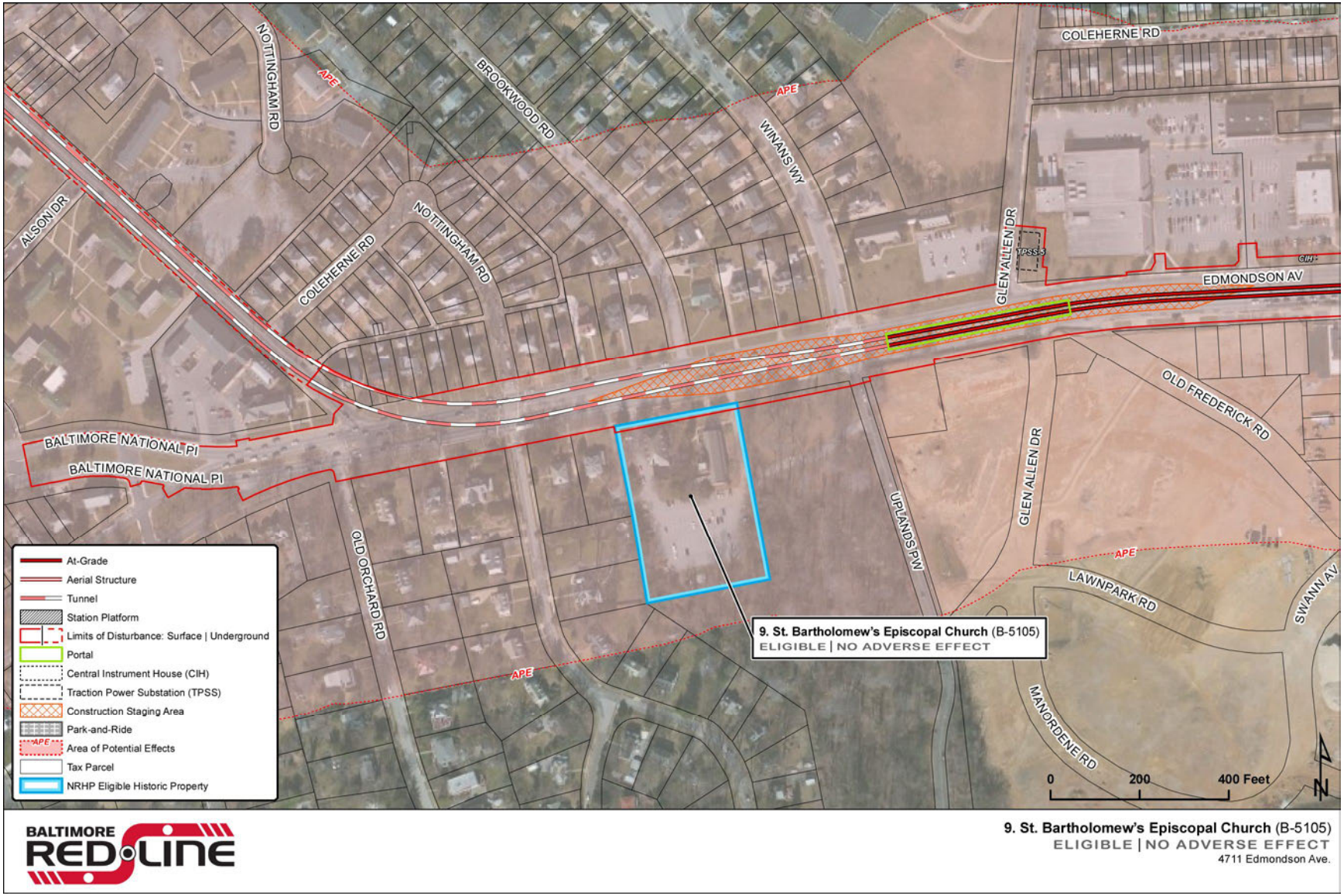


Figure 44. Proposed project in vicinity of St. Bartholomew's Episcopal Church

Figure 45. View southeast toward the proposed tunnel alignment beneath Edmondson Avenue and to St. Bartholomew's Episcopal Church

Figure 46. View northwest from St. Bartholomew's Episcopal Church toward the proposed tunnel alignment beneath Edmondson Avenue

Figure 47. View northeast from St. Bartholomew's Episcopal Church toward the proposed alignment and portal on Edmondson Avenue

10. Baltimore Fire Department Co. No. 53
608 Swann Avenue
MIHP No. B-5126

The Baltimore Fire Department Co. No. 53 building is a two-story, shingle and stucco-clad fire station combining elements of the Colonial Revival style and Shingle Style. Constructed in 1922, the fire station includes a four-story, brick hose tower at its southwest corner. The Baltimore Fire Department Co. No. 53 building was determined eligible for listing in the NRHP under Criterion A for its association with the development of Baltimore's western suburbs and under Criterion C as an early suburban-style fire station designed to harmonize architecturally with nearby houses.

Near the Baltimore Fire Department Co. No. 53 building, Red Line Project implementation would include the installation of the alignment along the center of Edmondson Avenue. The alignment, consisting of dual tracks and the catenary system, including support poles, wires, and some lighting, would be installed within Edmondson Avenue's right-of-way approximately 350 feet from the property's south NRHP boundary. A planned station is located approximately 600 feet southeast of the NRHP property boundary's southeast corner.

No physical impacts to the Baltimore Fire Department Co. No. 53 building would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The Baltimore Fire Department Co. No. 53 no longer retains integrity of setting due to the construction of non-historic buildings directly west and south of the fire station, which also partially screen its view to the Red Line Project alignment. Although the proposed alignment would be visible to the south and southwest from the fire station, these project facilities represent a minor alteration to the property's compromised visual setting and would occur outside the historic property's boundary. In addition, although the fire station is oriented east toward Swann Avenue, the proposed Red Line Project station would be screened from view by the Edmondson Village Shopping Center and a gas station located east and southeast of the fire station. Historically, Baltimore streetcars ran down Edmondson Avenue from 1899 until 1954, during the period of the Baltimore Fire Department Co. No. 53's establishment in suburban Baltimore. Growth of suburban residential neighborhoods and related infrastructure, like fire stations, corresponded to streetcar expansion during the late-nineteenth and into the twentieth century. No historically significant views to or from the fire station would be obscured by project implementation, and no character-defining features of the property's setting would be affected. Because no views would be obscured, no visual effects to the fire station were identified. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the fire station's feeling as an early Colonial Revival style and Shingle Style suburban fire station, or its association with those styles or as a suburban fire station serving the growing west Baltimore suburbs. Therefore, project implementation would have no effect to the property's integrity of feeling or association.
Based on this evaluation, the Red Line Project would have **no effect** to the Baltimore Fire Department Co. No. 53.

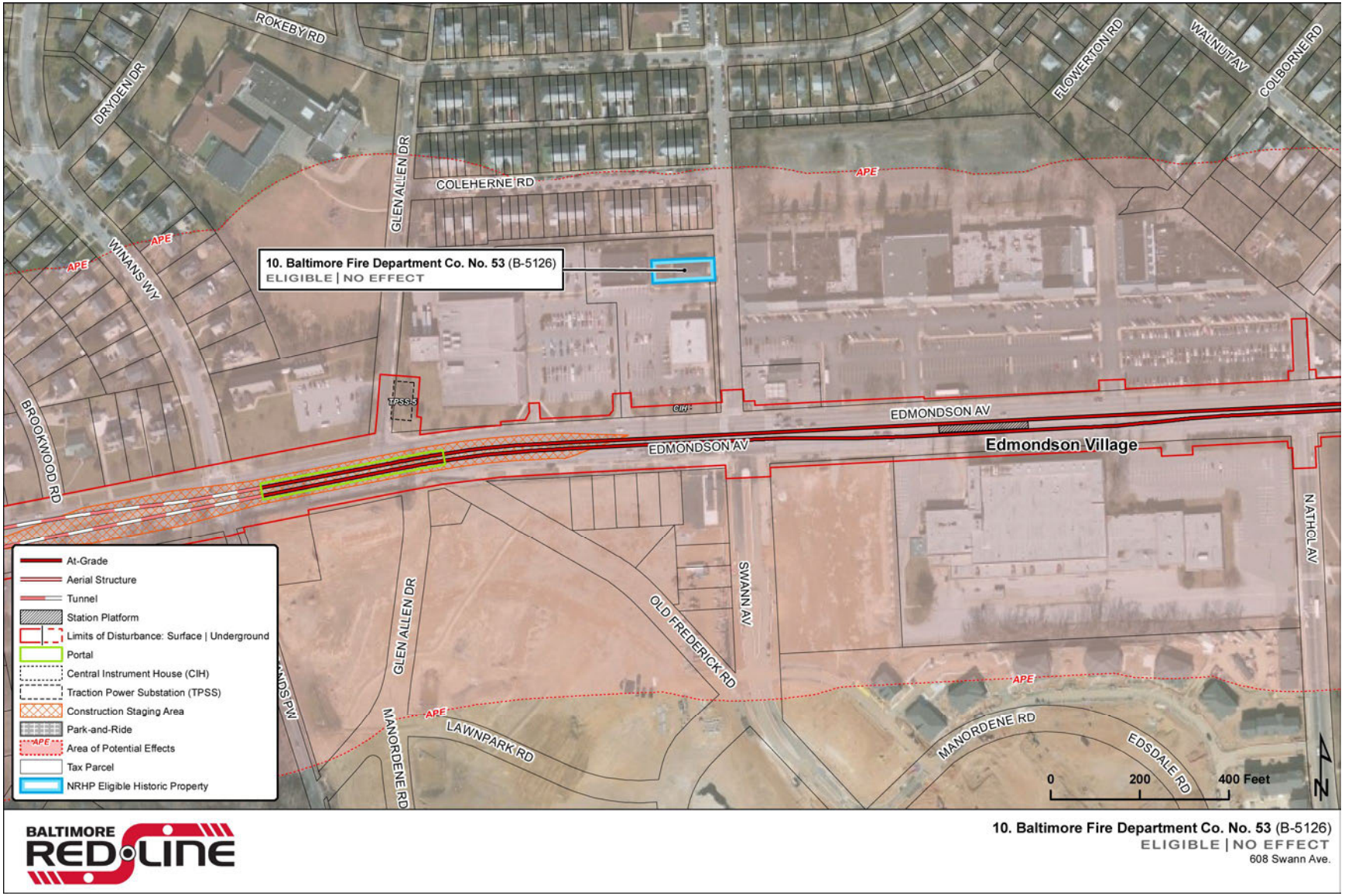


Figure 48. Proposed project in vicinity of the Baltimore Fire Department Co. No. 53

Figure 49. View northwest from the proposed at-grade alignment on Edmondson Avenue toward Baltimore Fire Department Co. No. 53 (see red arrow)

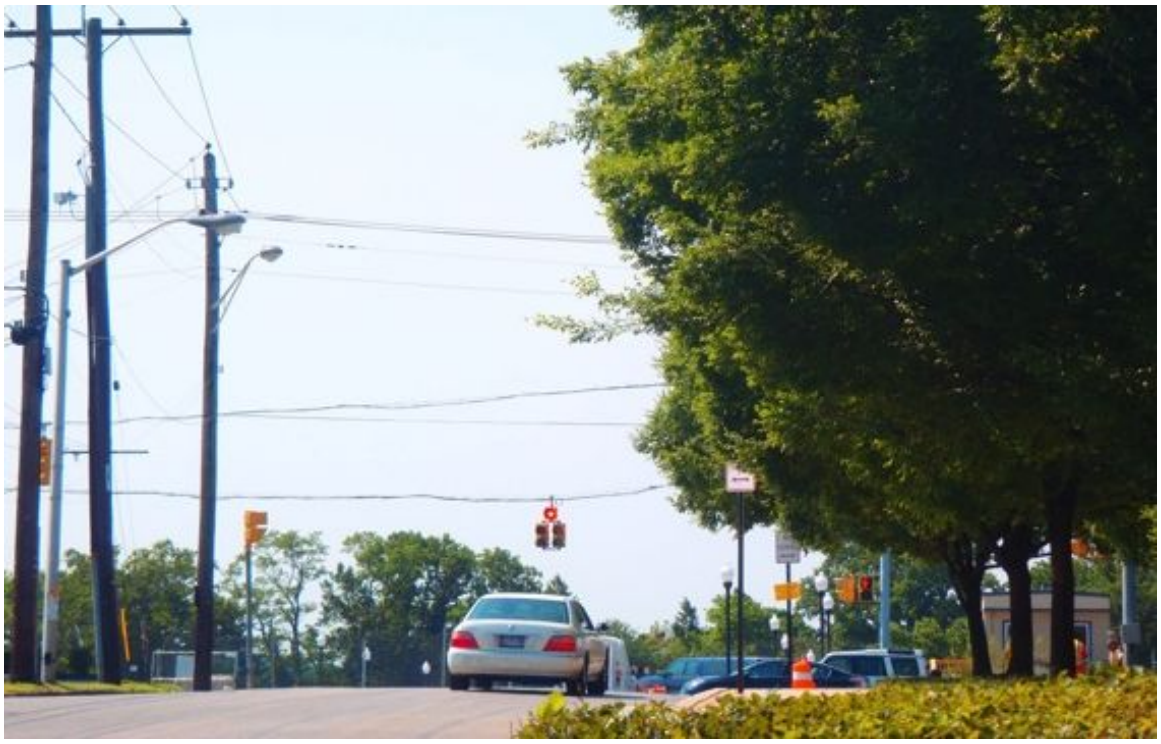


Figure 50. View south from Baltimore Fire Department Co. No. 53 toward the proposed at-grade alignment on Edmondson Avenue

Figure 51. View north from a proposed central instrument house location (near Edmondson and Swann avenues) toward Baltimore Fire Department Co. No. 53 (fire department tower visible in distance)

Figure 52. View south from the Baltimore Fire Department Co. No. 53 toward a proposed central instrument house (near Edmondson and Swann Avenues)

11. Edmondson Village Shopping Center
4404 Edmondson Avenue
MIHP No. B-4223

The Edmondson Village Shopping Center is an early shopping center built between 1946 and 1947. Constructed in the post-World-War-II era as suburban expansion occurred, Edmondson Village Shopping Center catered to busy families who desired convenience and proximity for their shopping rather than traveling to downtown Baltimore. Approximately fifteen inter-related brick buildings, ranging in size from one-and-one-half to two-and-one-half stories, exhibit Colonial Revival stylistic elements. Extensive parking lots also demonstrate society's growing reliance on automobiles. The Edmondson Village Shopping Center was determined eligible for listing in the NRHP in 2007. It was determined eligible under Criterion A for its association with Baltimore's suburban growth and under Criterion C for it Colonial Revival architecture. The property's historic boundary conforms to the parcel that the shopping center occupies and includes the expansive parking area that fronts Edmondson Avenue; a separate parcel to the southwest contains a non-historic, freestanding grocery store and is not included in the historic boundary.

The Red Line Project components in the vicinity of the Edmondson Village Shopping Center would consist of track, overhead catenary lines and support poles, and the Edmondson Village Station, which would be located in the median of Edmondson Avenue, approximately 60 feet south of the historic property boundary and 275 feet south of the eligible buildings. The station would consist of a platform that is approximately 190 feet long and 15 feet wide with a partial canopy. The project limits of disturbance extend into the Edmondson Village Shopping Center's parking lot up to approximately 135 feet deep in several small sections for a total area of 0.32 acres; only construction staging activities, such as machinery storage, and sidewalk and parking lot entrance improvements would occur at these locations. A traction power substation would be located outside of the historic property boundary to the west behind an adjacent grocery store; it would not be visible from the Edmondson Village Shopping Center.

No physical impacts to the Edmondson Village Shopping Center buildings would occur although a portion of the parking lot that is within the historic property boundary would be temporarily utilized. An area measuring 0.1 acre of the 15-acre historic property boundary would be used for construction staging activities and vehicle parking and storage. These activities would cause no adverse effects to the property's integrity of location, design, materials, or workmanship because no historically significant or character-defining features would be impacted.

The property's integrity of setting has been diminished over time by surrounding demolitions (most notably the 100-acre Uplands Apartments that occurred since the determination of eligibility was completed); new construction; and alterations to existing buildings. As a result of these changes, the Edmondson Village Shopping Center no longer retains integrity of setting. Locating a station in Edmondson Avenue's median; adding trackwork, poles, and catenary lines on the busy roadway; and using a small portion of the parking lot for construction staging would have no effect on the setting, which no longer has historic integrity. Therefore, project implementation would have no effect to the Edmondson Village Shopping Center's integrity of setting.

The Edmondson Village Shopping Center retains integrity of feeling and association. Character-defining features that convey the shopping center's expression of its aesthetic and period in time, as well as its association with Baltimore's suburban expansion, are present and would not be affected by the Red Line Project. The small portion of the parcel that is required for construction staging would have no adverse effect on the integrity of feeling and association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to the Edmondson Village Shopping Center.

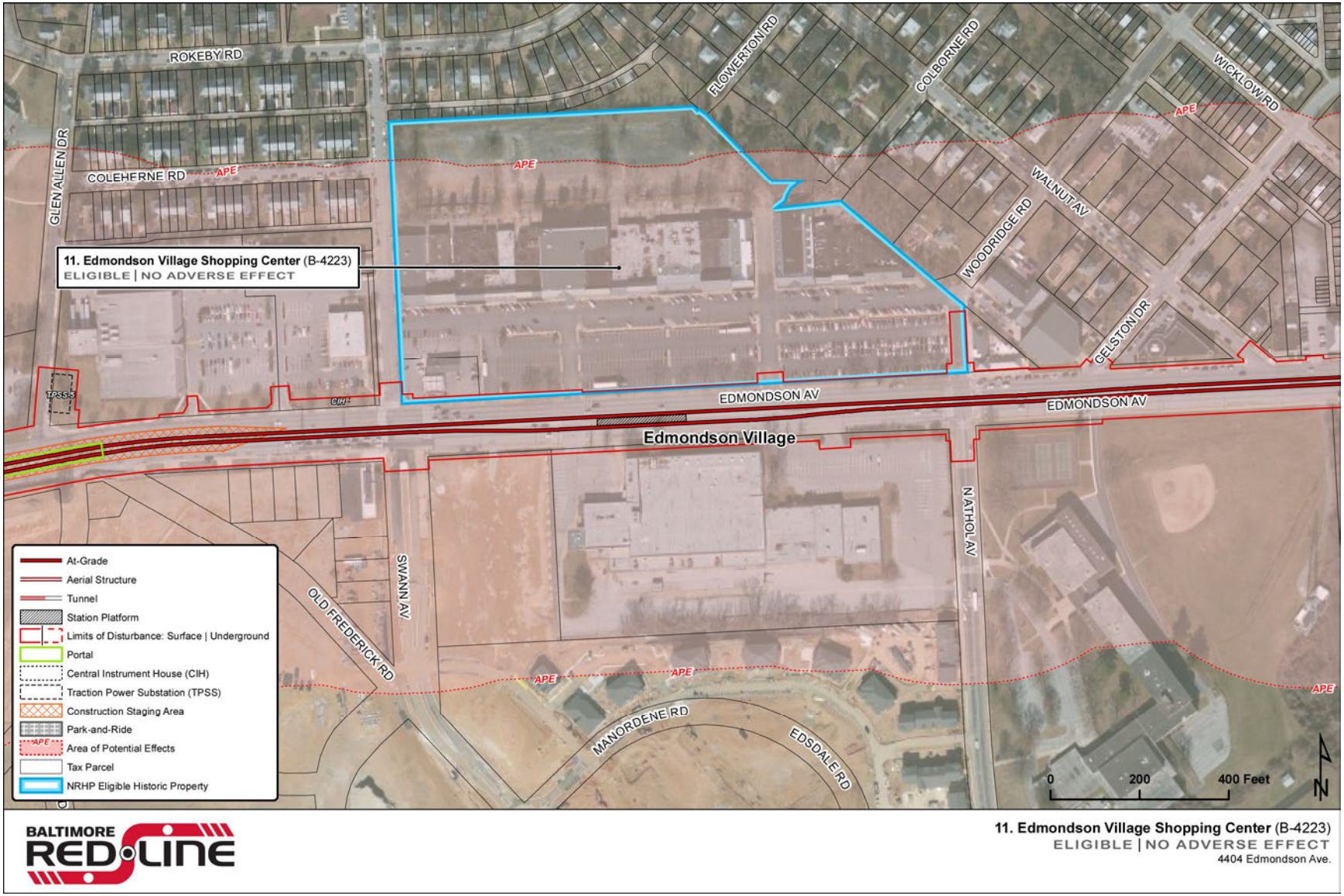


Figure 53. Proposed project in vicinity of the Edmondson Village Shopping Center

Figure 54. View south toward the proposed at-grade alignment on Edmondson Avenue from the Edmondson Village Shopping Center's west side

Figure 55. View southwest from the edge of the Edmonson Village Shopping Center toward the proposed at-grade alignment on Edmondson Avenue

Figure 56. View northwest toward the proposed at-grade alignment on Edmondson Avenue and to the Edmondson Village Shopping Center visible in background to the north

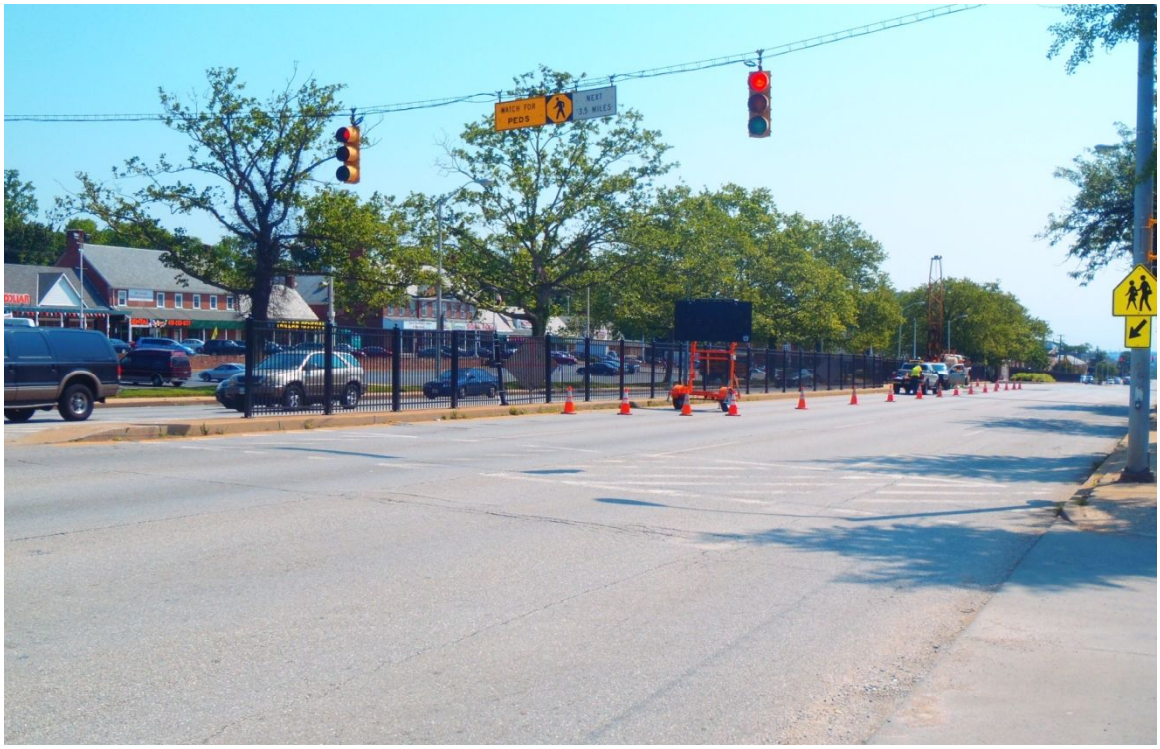


Figure 57. View northeast toward the proposed at-grade alignment and Edmondson Village Station (both on Edmondson Avenue), and to the Edmondson Village Shopping Center

Figure 58. View southeast from the edge of the Edmondson Village Shopping Center toward the proposed at-grade alignment and Edmondson Village Station (both on Edmondson Avenue)

Figure 59. View northeast toward the Edmondson Village Shopping Center (in background) and to proposed central instrument house location in the foreground (near Edmondson Avenue and Swann Avenue)

12. Rognel Heights Historic District
Houses along Walnut Avenue approximately between Edmondson Avenue and Sidehill Road
MIHP No. B-5108

The Rognel Heights Historic District is a wooded, grid-pattern suburban neighborhood. Developed from 1894 to around 1950, the district is comprised of single houses, duplexes, and row houses of varying architectural styles including Queen Anne, Shingle, American Foursquare, Colonial Revival, Tudor Revival, Craftsman, and hybrid styles. The Rognel Heights Historic District was determined eligible for listing in the NRHP under Criteria A as an early suburban development west of Baltimore, and under Criterion C for its significant collection of intact, late-nineteenth- to mid-twentieth-century residential architecture representing various period styles.

In the vicinity of the Rognel Heights Historic District, Red Line Project implementation would include the installation of the alignment along the center of Edmondson Avenue. The alignment, consisting of dual tracks and the catenary system, including support poles, wires, and some lighting, would be installed within Edmondson Avenue's right-of-way approximately 80 feet from the district's southern NRHP boundary. A planned station is located approximately 650 feet southwest of the district's NRHP boundary, and would consist of a platform approximately 190 feet long and 15 feet wide with a partial canopy in Edmondson Avenue's median.

No physical impacts to the Rognel Heights Historic District would occur; no project activity is proposed within the district's NRHP boundary. Therefore, no effects to the district's integrity of location, design, materials, and workmanship would occur.

Project implementation would not affect the Rognel Heights Historic District's setting. Although the alignment would be visible from some properties within the district near Edmondson Avenue, these project facilities represent a minor alteration to the district's visual setting in this area and would occur outside of the historic district's boundary. In addition, properties within the district are not oriented toward Edmondson Avenue. Substantial intervening vegetation and several buildings also screen views to and from the district and Edmondson Avenue to the south and the proposed station to the southwest. Historically, Baltimore streetcars ran down Edmondson Avenue from 1899 until 1954, during the district's period of development in suburban Baltimore. Growth of suburban residential neighborhoods and streetcar expansion occurred simultaneously during the late-nineteenth and into the twentieth century. No historically significant views to or from the district would be obscured by project implementation, and no character-defining features of the district's setting would be affected. Because no views would be obscured, no visual effects to the district were identified. Therefore, project implementation would have no effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a late-nineteenth- to mid-twentieth-century neighborhood containing houses representing various period architectural styles, or its association with those styles or early twentieth century community planning. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the Red Line Project would have **no effect** to the Rognel Heights Historic District.

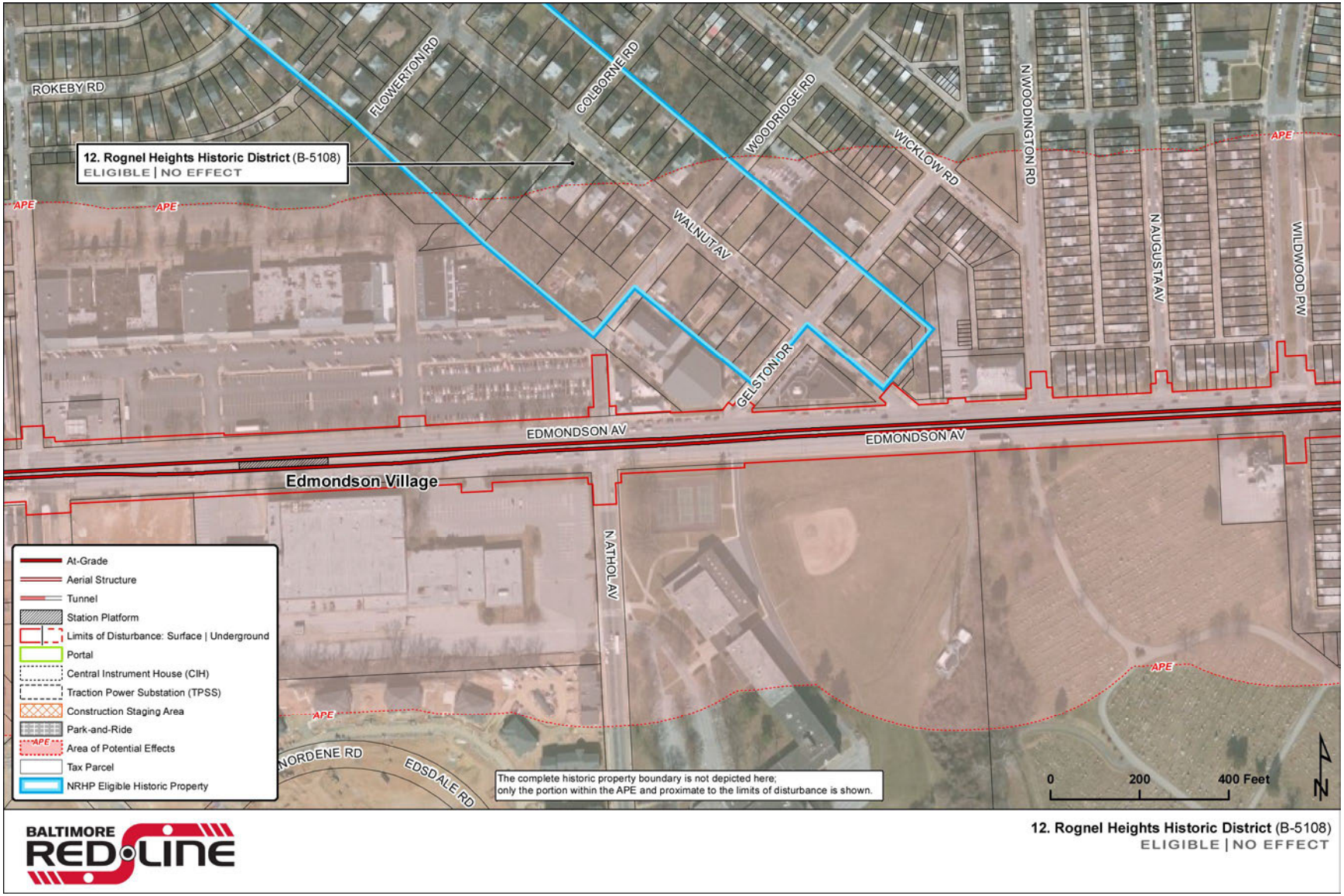


Figure 60. Proposed project in vicinity of the Rognel Heights Historic District

Figure 61. View northwest toward the Rognel Heights Historic District at Walnut Avenue from the proposed at-grade alignment on Edmondson Avenue

Figure 62. View southwest from the Rognel Heights Historic District along Gelston Drive toward the proposed at-grade alignment on Edmondson Avenue

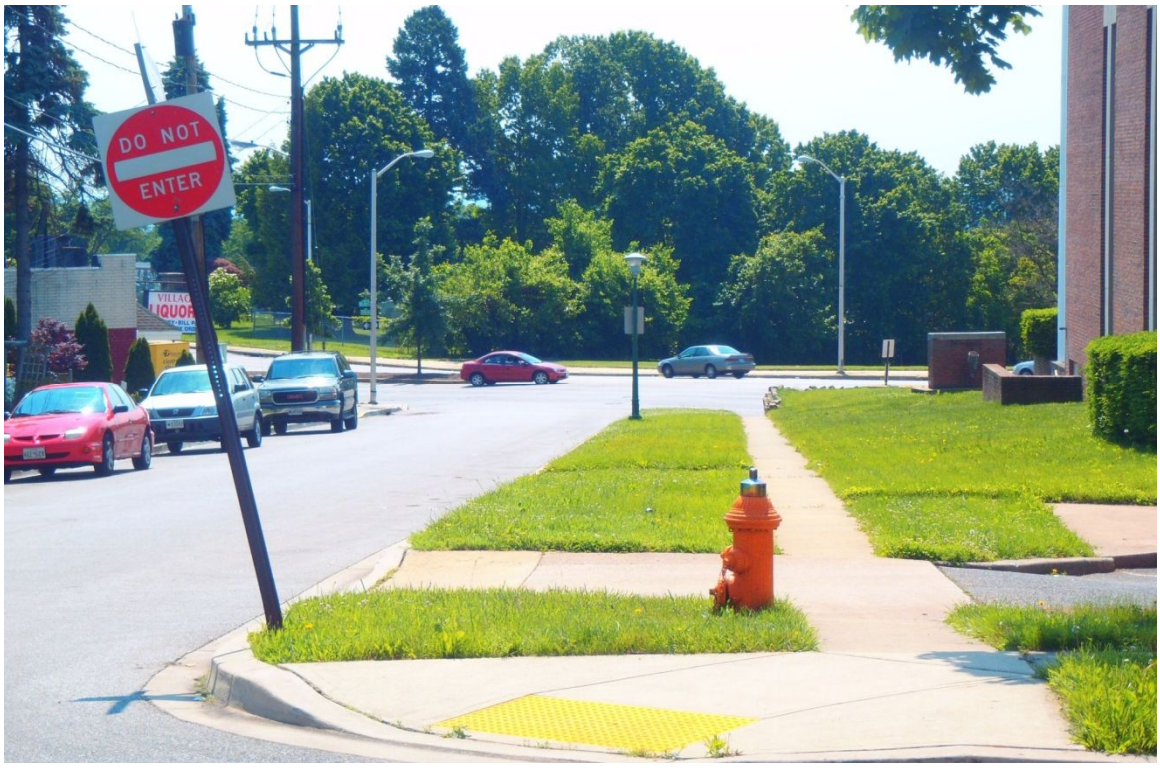


Figure 63. View southeast from the Rognel Heights Historic District along Walnut Avenue toward the proposed at-grade alignment on Edmondson Avenue

13. Enoch Pratt Free Library, Edmondson Avenue Branch
4330 Edmondson Avenue
MIHP No. B-1384

The Enoch Pratt Free Library, Edmondson Avenue Branch, is a 1952 Colonial Revival library building that is part of the greater Pratt library system that serves Baltimore City. This branch was built to serve the growing population in the Edmondson Village area. During the post-World-War-II era, citizens began leaving downtown areas, settling in streetcar suburbs in Baltimore. Commercial enterprises and public services followed these residential expansions. The Enoch Pratt Free Library, Edmondson Avenue Branch was determined eligible for listing in the NRHP under Criterion A for its association with the Pratt library system and the expansion of Edmondson Village as an independent neighborhood. It is also eligible under Criterion C for its Colonial Revival architecture that was popular during the mid-twentieth century and which dominated the adjacent Edmondson Village Shopping Center.

Red Line Project activity near the Enoch Pratt Free Library, Edmondson Avenue Branch would consist of double track that runs directly in front or south of the library's historic property boundary. Project features that would be visible from the library include track and overhead catenary lines and support poles, some with lighting. The Edmondson Village Station would be located approximately 640 feet west of the library in Edmondson Avenue's median; the platform would be approximately 190 feet long and 15 feet wide with partial canopy coverage. The station would only be minimally visible from the library due to the placement angle and street trees, as well as the existing busy multi-lane roadway. A small corner of the library's historic boundary is currently within the project's LOD. At this time, the exact plans for this work are not known but only minor sidewalk improvements are anticipated on an area of approximately 300 square feet. As additional information becomes available, the property will be evaluated to consider any changes that would change the effects assessment.

No physical impacts to the Enoch Pratt Free Library, Edmondson Avenue Branch building would occur although minor sidewalk improvements are anticipated within the historic property boundary. No adverse effects to the property's integrity of location, design, materials, or workmanship would occur.

The Enoch Pratt Free Library, Edmondson Avenue Branch retains moderate integrity of setting. The Edmondson Village Shopping Center is located directly to the property's west and is eligible for the NRHP; other surrounding properties date to the mid-twentieth century but have been altered or are not architecturally distinctive or historically significant. Project components would not substantially alter the setting or obscure any historically significant views to or from the property. Because no historically significant views would be obscured, no visual effects to the property were identified. Therefore, project implementation would have no adverse effect to the Enoch Pratt Free Library, Edmondson Avenue Branch's integrity of setting.

The Enoch Pratt Free Library, Edmondson Avenue Branch retains integrity of feeling and association. Character-defining features that convey the building's expression of its Colonial Revival aesthetic and period in time, as well as its association with the Pratt library system in Baltimore, are present. The Red Line Project would not alter the building's ability to convey its

significance in these areas although minor work is proposed within the historic boundary. Therefore, the project would have no adverse effect to the Enoch Pratt Free Library, Edmondson Avenue Branch's integrity of feeling and association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to the Enoch Pratt Free Library, Edmondson Avenue Branch.

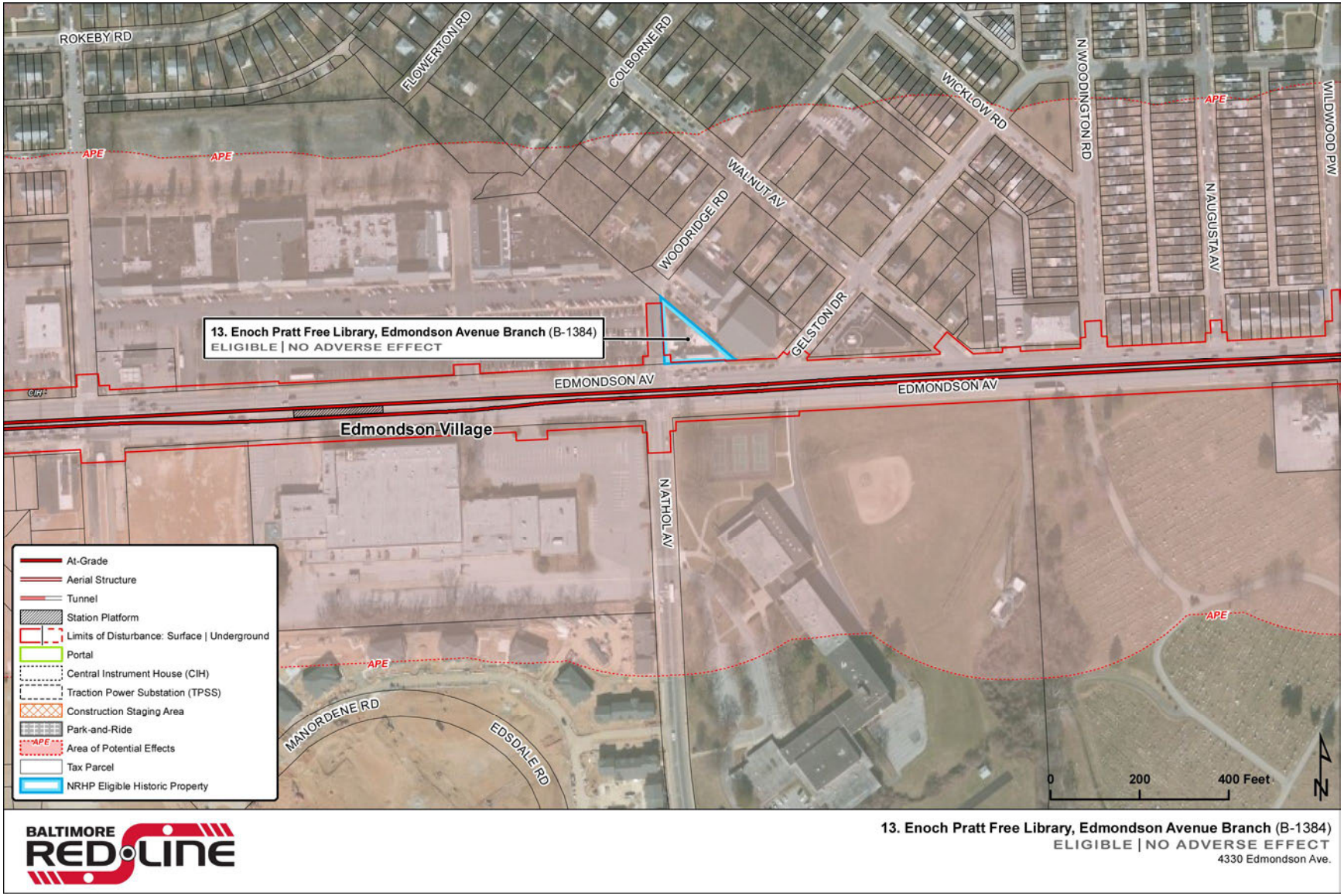


Figure 64. Proposed project in vicinity of the Enoch Pratt Free Library, Edmondson Avenue Branch

Figure 65. View northeast toward the proposed at-grade alignment on Edmondson Avenue and to the Enoch Pratt Free Library, Edmondson Avenue Branch

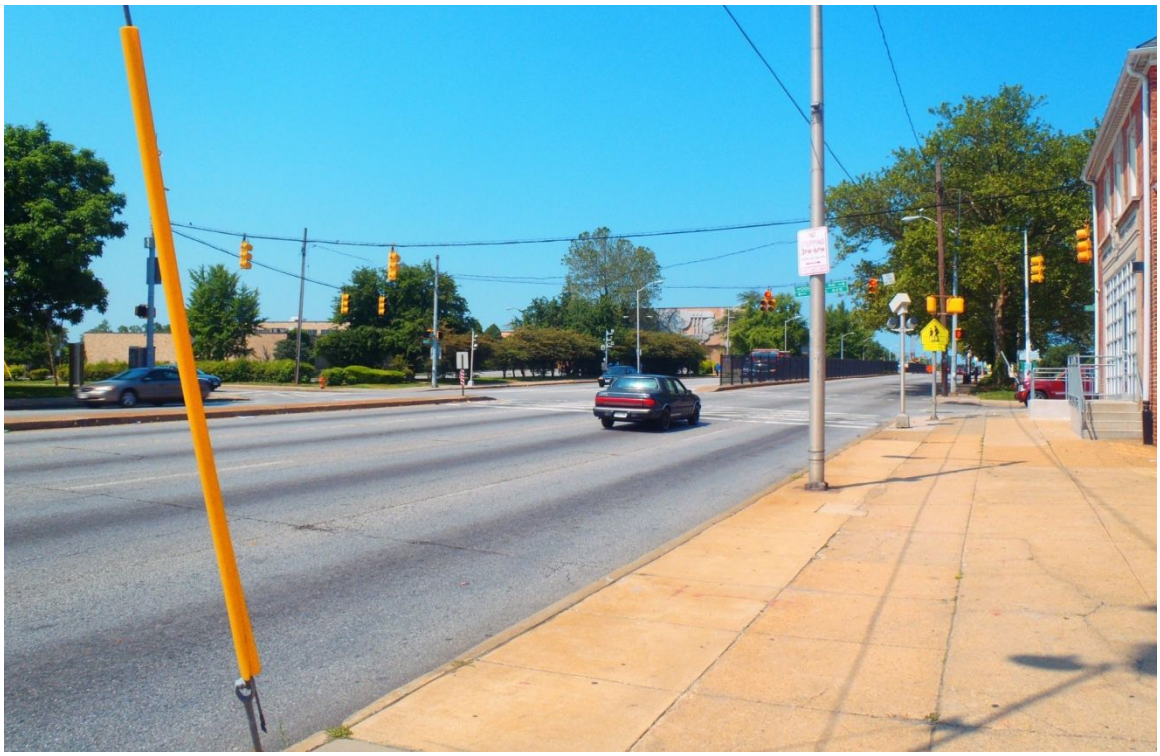


Figure 66. View southwest toward the proposed at-grade alignment on Edmondson Avenue from the Enoch Pratt Free Library, Edmondson Avenue Branch

Figure 67. View southeast toward the proposed at-grade alignment on Edmondson Avenue from the Enoch Free Public Library, Edmondson Avenue Branch

14. New Cathedral Cemetery
4300 Old Frederick Road
MIHP No. B-5110

The New Cathedral Cemetery is a 122-acre garden cemetery that opened to burials in 1870 as the Bonnie Brae Cemetery, replacing the crowded Old Cathedral Cemetery. It is notable for its skyline vistas, original walls, iron fencing, curvilinear roadways, and pathways. Burials range in date from the 1870s to the present and include a variety of stone markers and elaborate monuments. The cemetery also includes a small lake near the center, crypts, a caretaker's house, and a small chapel. New Cathedral Cemetery was determined eligible for listing in the NRHP under Criterion C and Criteria Consideration D for its distinctive cemetery design features and high-quality sculptural markers and family tombs.

Near New Cathedral Cemetery, Red Line Project implementation would include the installation of the alignment along the center of Edmondson Avenue. The alignment, consisting of dual tracks and the overhead catenary system, including support poles, wires, and some lighting, would be installed within Edmondson Avenue's right-of-way approximately 50 feet from the property's north NRHP boundary. No proposed stations are proximate to New Cathedral Cemetery.

No physical impacts to New Cathedral Cemetery would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would not adversely affect New Cathedral Cemetery's garden setting. The proposed alignment would be visible from portions of New Cathedral Cemetery's north NRHP boundary and from the Edmondson Avenue cemetery entrance; however, these project components would represent a minor alteration to the cemetery's setting. The city has grown up around the cemetery since its creation, but, within the cemetery, the garden setting remains intact. Additionally, Baltimore streetcars ran down Edmondson Avenue beginning in 1899, nearly thirty years after the cemetery's establishment in suburban Baltimore. No historically significant views to or from the cemetery would be obscured by project implementation, and no character-defining features of the property's setting would be affected. Because no views would be obscured, no visual effects to the cemetery were identified. Therefore, project implementation would have no adverse effect to the cemetery's integrity of setting.

Furthermore, although a minor alteration to the cemetery's setting would occur, no project activity would alter the cemetery's feeling as a designed late-nineteenth century cemetery or its association with cemetery design or the growing need for burial space in Baltimore in the late-nineteenth century. Therefore, project implementation would have no effect to the cemetery's integrity of feeling or association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to the New Cathedral Cemetery.

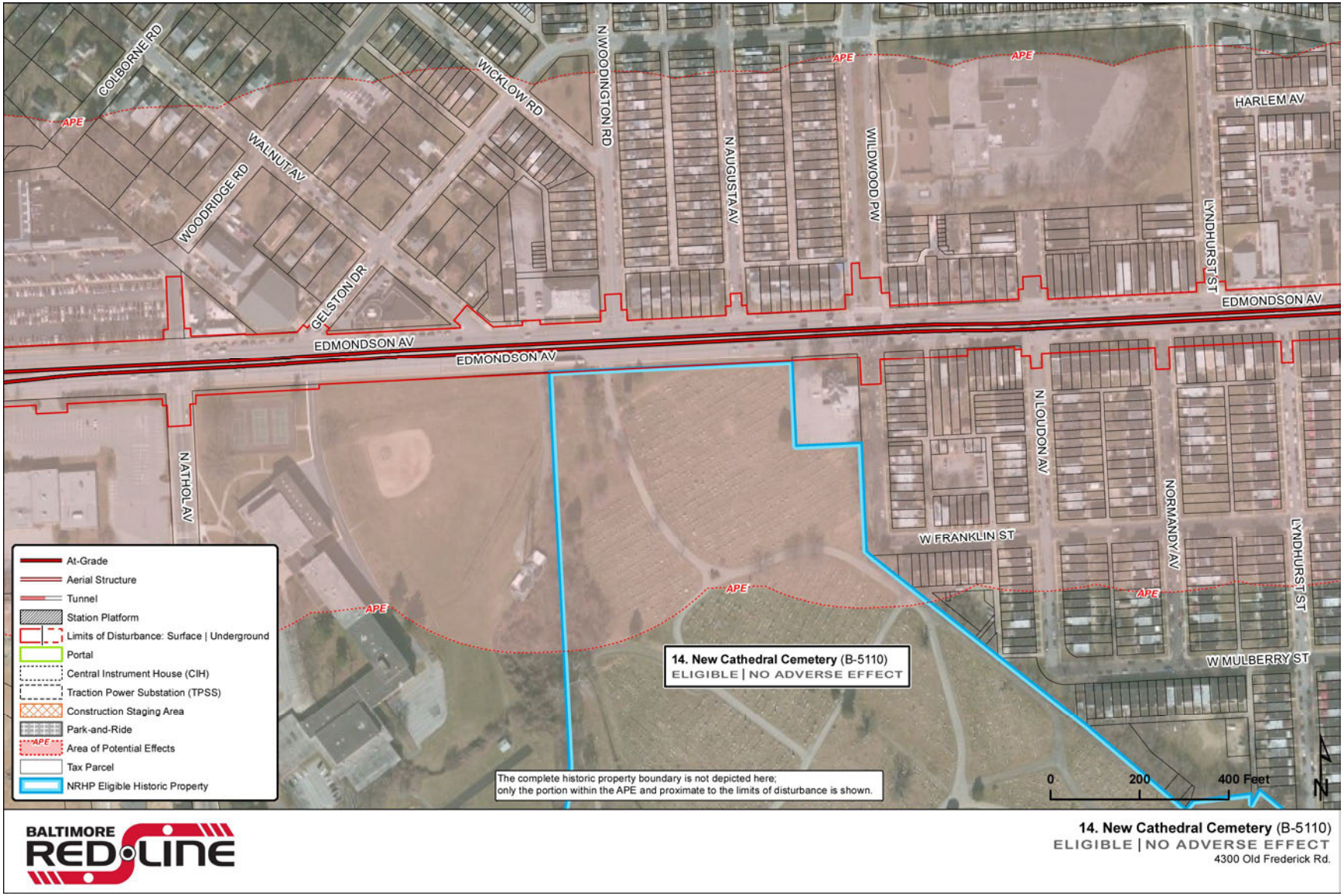


Figure 68. Proposed project in vicinity of New Cathedral Cemetery

Figure 69. View southeast from the proposed at-grade alignment on Edmondson Avenue toward the New Cathedral Cemetery

Figure 70. View northwest from the New Cathedral Cemetery toward the proposed at-grade alignment on Edmondson Avenue

Figure 71. View northeast from the New Cathedral Cemetery toward the proposed at-grade alignment on Edmondson Avenue

15. Edmondson Village Historic District
A large, irregularly shaped historic district north of Edmondson Avenue and west of Gwynns Falls Park/Leakin Park; see map for historic district boundary
MIHP No. B-5109

Primarily built between 1911 and 1938, the Edmondson Village Historic District consists primarily of row houses with a variety of applied architectural styles, such as Italianate, Colonial Revival, Tudor Revival, Craftsman, and Spanish Revival. These styles were popular in the early twentieth century and referenced historical European precedents. The district also contains commercial, religious, and educational buildings built to serve the neighborhood's residents. The Edmondson Village Historic District was determined eligible for listing in the NRHP under Criterion A for its association with Baltimore row house neighborhood development in the pre-World-War-II era. The district is also eligible under Criterion C for its collection of revival architectural styles applied to the iconic Baltimore row house form.

Red Line Project activity near the Edmondson Village Historic District would occur near only a small portion of the large historic district, primarily along Edmondson Avenue and the district's south NRHP boundary. Small areas of the project's LOD are within the historic district. Most of these areas are not within the parcels of contributing buildings, but the project would require property from contributing buildings' parcels within the blocks along Edmonson Avenue between Wildwood Parkway and Denison Street. Although contributing/noncontributing property delineations were not made as part of the original NRHP determination of eligibility documentation, the residences fronting Edmondson Avenue would be considered contributing to the historic district's significance and the landscape features, including setback of houses, are part of the historic district's character-defining features, as is the topography, which rises to the building's facades from street level. Project work would require approximately 2 to 8 feet from each property's front yard, which are typically approximately 25 to 30 feet deep. Project features that would be visible from the Edmondson Village Historic District include the dual track and the overhead catenary lines and associated support poles along Edmondson Avenue. The Allendale Station, which would consist of split platforms approximately 190 feet long and 15 feet wide with a partial canopy, would be located in Edmondson Avenue's median at Allendale Street.

As described above, the proposed project would physically impact contributing resources' front yards along Edmondson Avenue. However, proposed property acquisitions would maintain existing topography and would be consistent over blocks, maintaining uniform setbacks; no buildings would be impacted. There would be no adverse effect to the Edmondson Village Historic District's design because the contributing properties' frontal landscape proportions would be maintained consistently within each block along Edmondson Avenue. Likewise, the project would have no adverse effect to the district's integrity of location, materials, or workmanship.

The Edmondson Village Historic District retains integrity of setting; surrounding residential historic districts are largely intact. The project components that would be visible from the historic district would not substantially alter the historic setting; the station and alignment would only be minor visual components in the busy multilane roadway and its large intersections.

Changes to the district because of project encroachment onto front yards, as described above, would have no adverse effect to setting because setbacks would remain consistent on each block. Therefore, project implementation would have no adverse effect to the Edmondson Village Historic District's integrity of setting.

The Edmondson Village Historic District retains integrity of feeling and association. Character-defining features that convey the buildings' expression of their aesthetic and period in time, as well as their association with early-twentieth-century residential row house development in Baltimore, are present. The Red Line Project would not alter the district's ability to convey its significance in these areas; the work would occur in a small section of the neighborhood and would not impact the district's ability to convey its significance in these areas. Therefore, the project would have no adverse effect on the Edmondson Village Historic District's integrity of feeling and association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to the Edmondson Village Historic District.

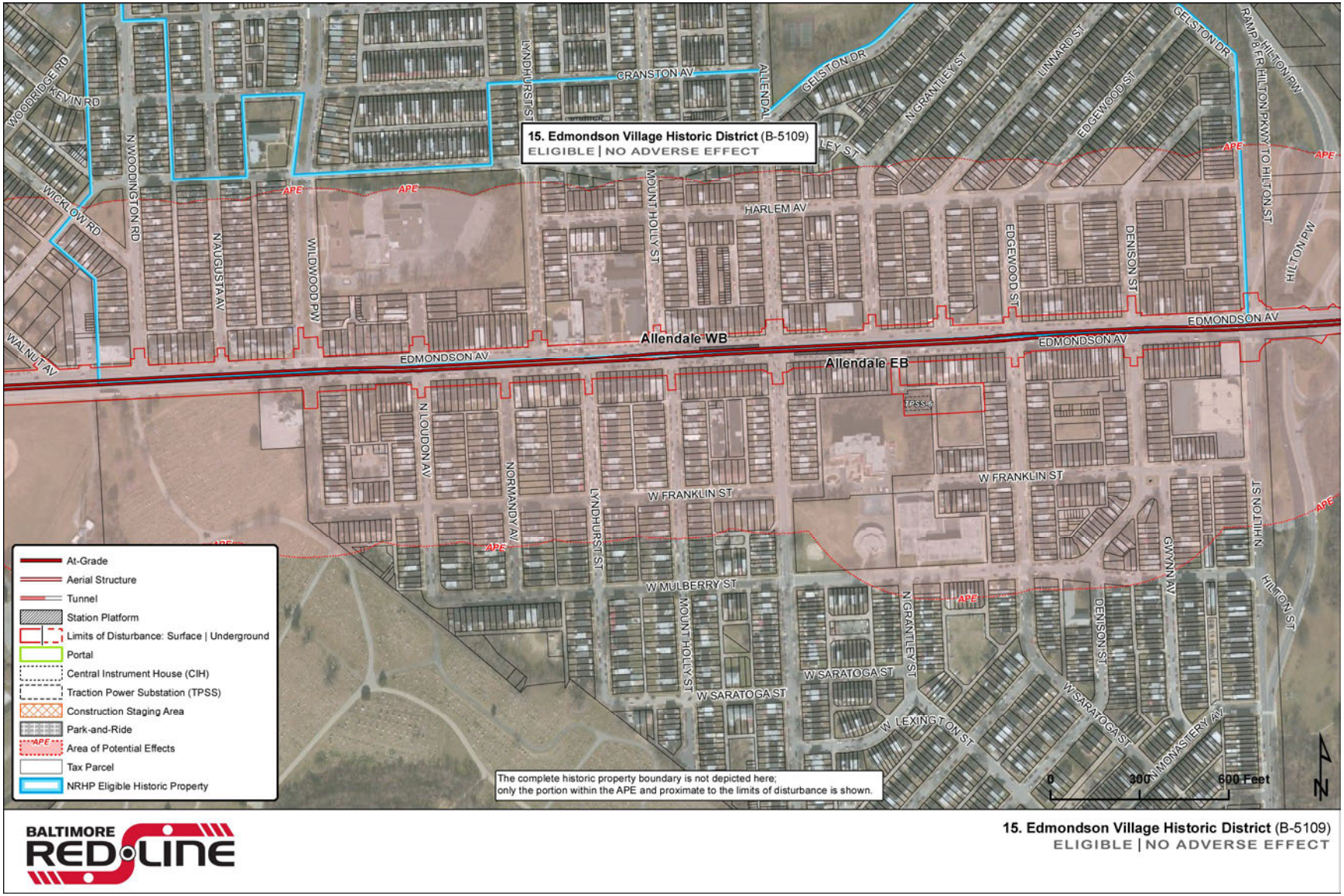


Figure 72. Proposed project in vicinity of the Edmondson Village Historic District

Figure 73. View northeast (from North Woodington Road) toward the proposed at-grade alignment on Edmondson Avenue and to the Edmondson Village Historic District


Figure 74. View southeast from the Edmondson Village Historic District (near North Woodington Road) toward the proposed at-grade alignment on Edmondson Avenue

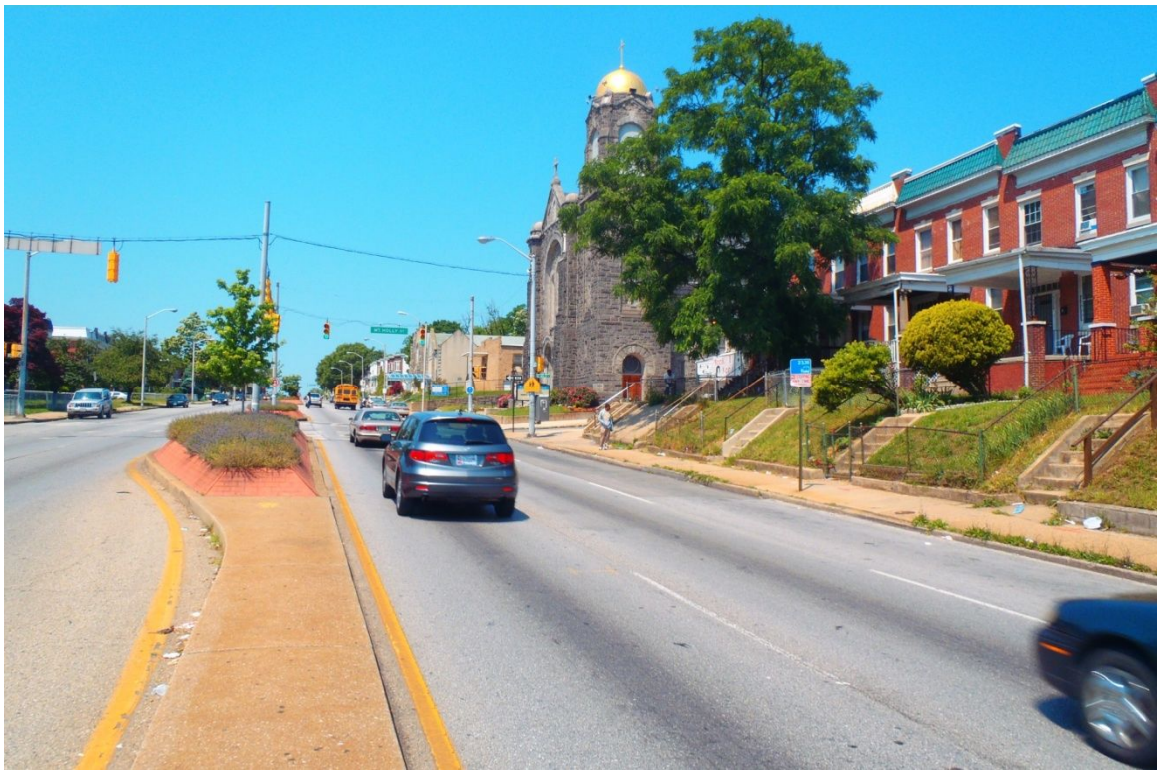


Figure 75. View west from the proposed at-grade alignment on Edmondson Avenue toward the Edmondson Village Historic District and Mt. Holly Street

Figure 76. View southwest from the Edmondson Village Historic District toward the proposed at-grade alignment on Edmondson Avenue near Mt. Holly Street

Figure 77. View northwest toward the proposed at-grade alignment, westbound Allendale Station, and the Edmondson Village Historic District (at Edmondson Avenue and Allendale Street)

Figure 78. View northeast toward the proposed at-grade alignment, eastbound Allendale Station, and the Edmondson Village Historic District (at Edmondson Avenue and Allendale Street)

Figure 79. View northeast toward the proposed at-grade alignment on Edmondson Avenue and to the Edmondson Village Historic District (to the north) from near North Grantley Street

Figure 80. View southwest toward the proposed at-grade alignment on Edmondson Avenue from the Edmondson Village Historic District (near North Hilton Street)

16. Allendale-West Mulberry Historic District

An irregularly shaped district located south of Edmondson Avenue and west of Gwynns Falls Park; see map for historic district boundaries
MIHP No. B-5111

The Allendale-West Mulberry Historic District comprises middle-class suburban brick duplexes and rowhouses built during the 1910s through the 1930s; a small number of commercial and institutional properties are also present. Various revival architectural styles, including Italianate, Colonial Revival, Tudor Revival, Craftsman, Spanish Revival, and blends of these styles are applied to the archetypical rowhouse form. The Allendale-West Mulberry Historic District is eligible for the NRHP under Criterion A for its association with residential development in Baltimore and under Criterion C for its collection of rowhouses with applied period ornamentation.

Red Line Project activity in the vicinity of the Allendale-West Mulberry Historic District would occur primarily on Edmondson Avenue along the district's north NRHP boundary. Proposed work includes dual trackwork, overhead catenary lines, and support poles. The Allendale Station, which would consist of split platforms approximately 190 feet by 15 feet with a partial canopy, would be located within the Edmondson Avenue median at Allendale Street. The project's LOD is within the historic district in several areas, primarily along Edmondson Avenue, within existing roadway right-of-way, and at depths ranging up to approximately 45 feet. The LOD would include the front yards of contributing properties, which embody the archetypical rowhouse form, on nearly every block facing Edmondson Avenue. Although contributing/noncontributing delineations were not made as part of the original NRHP determination of eligibility documentation, the residences fronting Edmondson Avenue would be considered contributing to the historic district's significance and the setback of houses are part of the historic district's character-defining features. Project work would require approximately 1 to 9 feet from each property's front yard, which are typically approximately 25 to 30 feet deep. The LOD would also enter the historic district and a courtyard area between Allendale Street and Edgewood streets to accommodate a traction power substation and temporary construction storage. The traction power substation would be located within the district boundaries on a parcel east of Allendale Street and south of Edmondson Avenue that contains a non-contributing high-rise apartment tower; screening measures may be applied as appropriate. Temporary construction storage would also occur within a courtyard in this area. The historic district's open courtyard areas previously contained garages/carriage houses and are not intentional design features.

Physical impacts to contributing resources within the Allendale-West Mulberry Historic District would occur; impacts to the front yards of historic houses fronting Edmondson Avenue would alter the existing and historic landscape proportions for these properties because of roadway widening and reconfigurations. However, these changes would be consistent within blocks, and similar setbacks would be maintained among buildings. The traction power substation would be located within a non-contributing parcel and screened as appropriate. Temporary storage within the courtyard area would not be adverse; the courtyards are not a contributing feature of the historic district. Former building removal at courtyard locations is not associated with the Red

Line Project. Therefore, no adverse effects to the district's integrity of location, design, materials, and workmanship would occur.

The Allendale-West Mulberry Historic District retains integrity of setting; adjacent historic districts are intact. Project components, including the traction power substation, trackwork, and the catenary system, would be only minimally visible from a small percentage of properties. The traction power substation is located on a non-contributing property and would also be partially screened by vegetation, and the tracks and catenary system would be located in busy, multilane Edmondson Avenue. These project facilities would represent a minor alteration to the district's overall visual setting. Changes to the district because of project encroachment onto front yards, as described above, would have no adverse effect to the district's setting because setbacks would remain consistent on each block. Therefore, project implementation would have no adverse effect to the district's integrity of setting.

No project activity would alter the district's feeling as a collection of significant early-twentieth-century housing, or its association with the various represented architectural styles. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to the Allendale-West Mulberry Historic District.

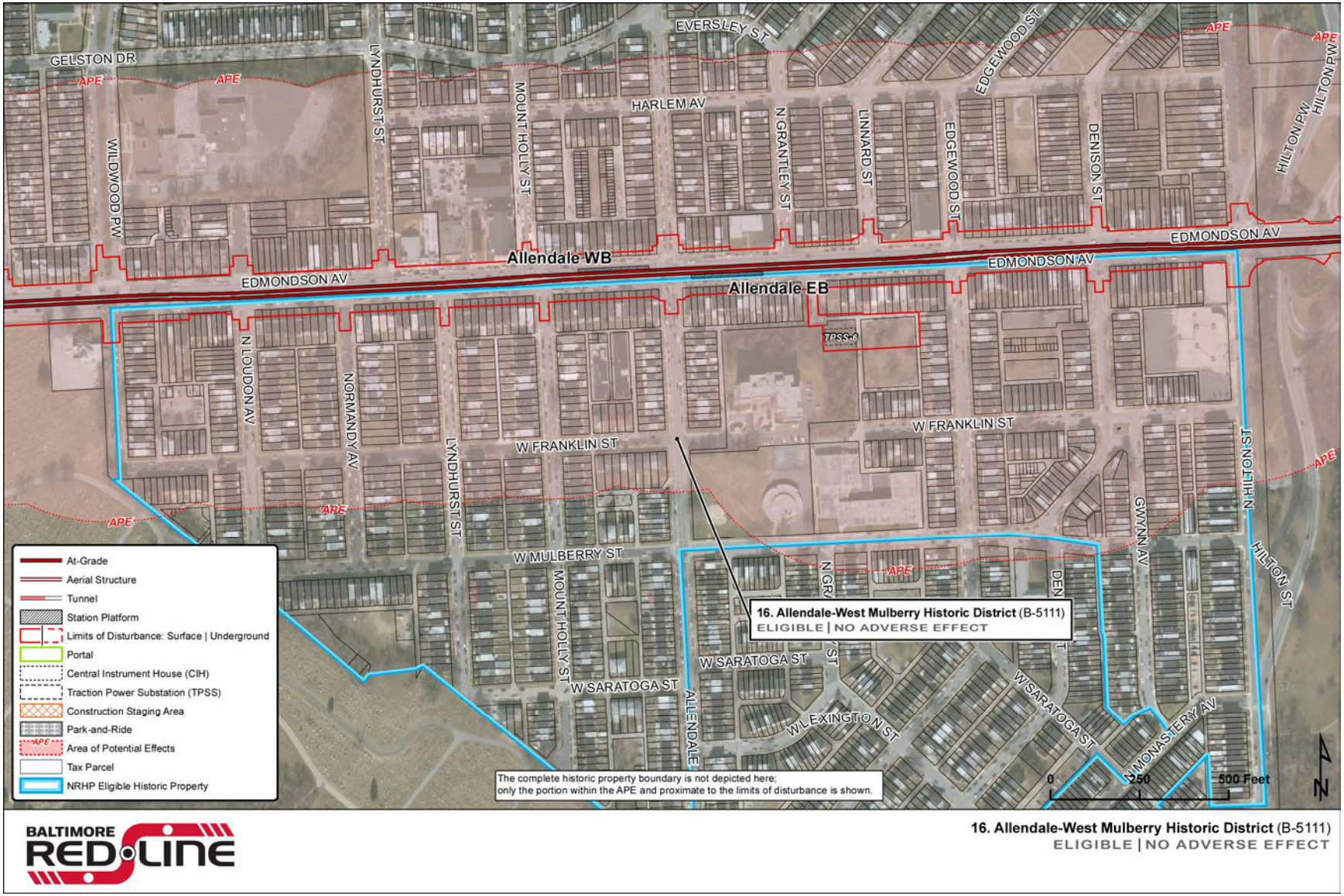


Figure 81. Proposed project in vicinity of Allendale-West Mulberry Historic District

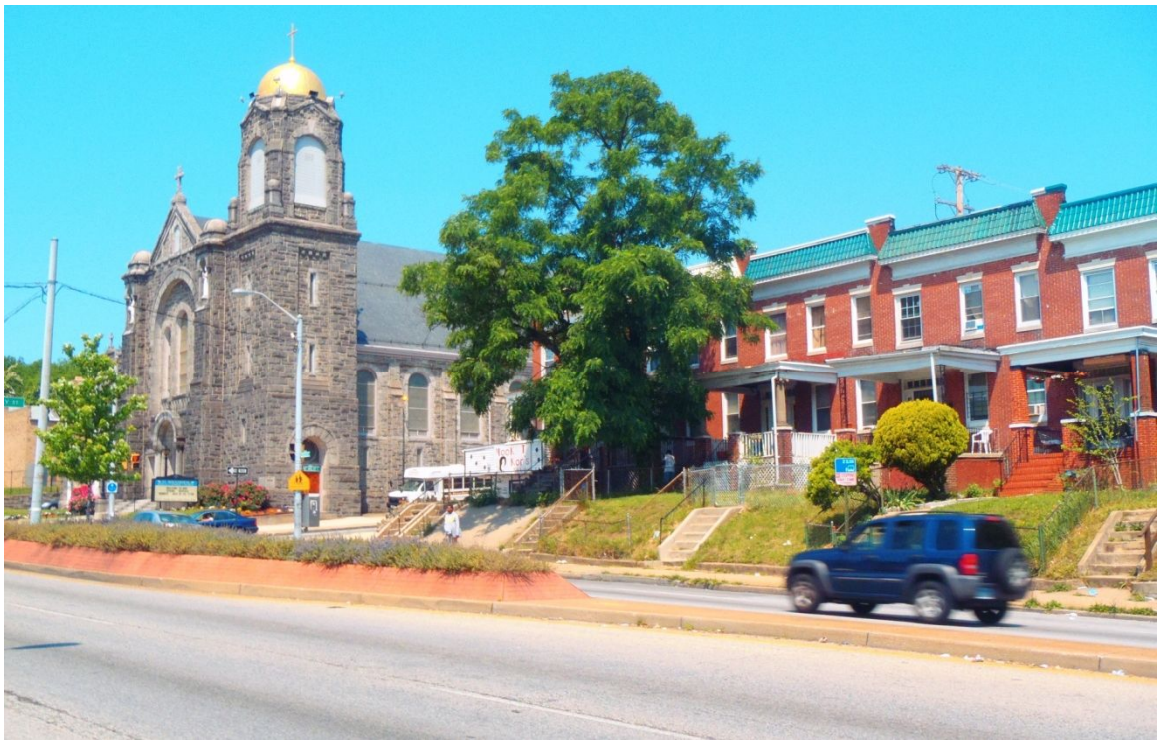


Figure 82. View northwest from the Allendale-West Mulberry Historic District toward the proposed at-grade alignment on Edmondson Avenue (near Mt. Holly Street)

Figure 83. View east from the proposed at-grade alignment on Edmondson Avenue toward the Allendale-West Mulberry Historic District, Allendale Street, and the proposed Allendale Station platforms

Figure 84. View northeast toward the proposed at-grade alignment on Edmondson Avenue from the Allendale-West Mulberry Historic District (near North Grantley Street)

Figure 85. View northwest from within the Allendale-West Mulberry Historic District toward the proposed at-grade alignment on Edmondson Avenue (at Edgewood Street)

Figure 86. View southeast toward a proposed central instrument house (see red arrow) within the Allendale-West Mulberry Historic District (between North Grantley Street and Edgewood Street and behind houses facing north to Edmondson Avenue)

Figure 87. View southwest toward the proposed at-grade alignment on Edmondson Avenue and to the Allendale-West Mulberry Historic District (near North Hilton Street)

17. Keelty Daylight Rowhouse Historic District at Gwynns Falls

Large, irregularly shaped, discontiguous district centered on Edmondson Avenue and flanking Gwynns Falls Park; see map for historic district boundaries
MIHP No. B-1378

The Keelty Daylight Rowhouse Historic District at Gwynns Falls is comprised of daylight row houses, a local house type popularized and pioneered by developer James Keelty in the early twentieth century. It is an extremely large, discontiguous district, consisting of two sections flanking Gwynns Falls Park on the east and west. In 1922, James Keelty began acquiring land along Edmondson Avenue and soon constructed daylight-style row houses. Daylight row houses attempted to eliminate the so-called "blind" rooms in the center of most row houses by placing a window in every room. Between 1920 and 1930, daylight row houses reached the height of their popularity and "Keelty-built" houses became a hallmark of quality construction. Although early examples followed an Italianate-style influence, later daylight row houses contained elements of Tudor Revival, Neoclassical, and Colonial Revival styles. The Keelty Daylight Rowhouse Historic District at Gwynns Falls was determined eligible for listing in the NRHP under Criterion A for its association with early-twentieth-century row house development in West Baltimore, and under Criterion C for its examples of the unique daylight-type row house that was developed here. Portions of the district overlap the Greater Rosemont Historic District, Allendale-West Mulberry Historic District, and Edmondson Village Historic District.

Red Line Project activity near and within the Keelty Daylight Rowhouse Historic District at Gwynns Falls would occur primarily on Edmondson Avenue. Proposed work includes dual trackwork, overhead catenary lines, and support poles. The Allendale Station, which would consist of split platforms approximately 190 feet long and 15 feet wide with a partial canopy, would be located within the Edmondson Avenue median at Allendale Street; this station would be located within the district's separate west section. The single-platform Rosemont station, with similar built features, would be 80 feet east of the district's separate east section and its boundary's southeast corner.

The project's LOD would be within the historic district in several areas, including along existing roadway right-of-way and extend up to 30 feet into the district from Edmondson Avenue. Although contributing/noncontributing property delineations were not made as part of the original NRHP determination of eligibility documentation, the residences fronting Edmondson Avenue would be considered contributing to the historic district's significance and the landscape features, including setback of houses, are part of the district's character-defining features. The LOD would extend into the front yards of contributing properties that embody significant character-defining features on nearly every block facing Edmondson Avenue. Property acquisition would be required from houses' front yards, which generally are from 25 to 30 feet deep; the amount of encroachment would vary, but would range from approximately 1 to 9 feet. The LOD would also enter the historic district and a courtyard area between Allendale Street and Edgewood streets to accommodate a traction power substation and temporary construction storage. The traction power substation would be located within the district boundaries on a parcel east of Allendale Street and south of Edmondson Avenue that contains a non-contributing high-rise apartment tower; screening measures may be applied as appropriate. Temporary construction storage would also occur within a courtyard in this area. The historic district's open

courtyard areas previously contained garages/carriage houses and are not intentional design features.

Physical impacts to contributing resources within the Keelty Daylight Rowhouse Historic District at Gwynns Falls would occur; impacts to the front yards of historic houses fronting Edmondson Avenue would alter the landscape proportions of these properties, which are characteristic of the rowhouse configuration of this neighborhood. However, these impacts would be consistent within blocks, and similar setbacks would be maintained among buildings. The traction power substation would be located within a non-contributing parcel and screened as appropriate. Temporary storage within the courtyard area would not be adverse; the courtyards are not a contributing feature of the historic district. Former building removal at courtyard locations is not associated with the Red Line Project. Therefore, no adverse effects to the district's integrity of location, design, materials, and workmanship would occur.

The Keelty Daylight Rowhouse Historic District at Gwynns Falls retains integrity of setting; adjacent historic districts remain intact. Project components, including the station, traction power substation, trackwork, and the catenary system, would be only minimally visible from a small percentage of properties; the alignment would be located in busy, multilane Edmondson Avenue. These project facilities would represent a minor alteration to the district's overall visual setting. Changes to the district because of project encroachment onto front yards, as described above, would result in no adverse effect to setting because setbacks would remain consistent on each block. Therefore, project implementation would have no adverse effect to the district's integrity of setting.

No project activity would alter the district's feeling as a collection of significant early-twentieth-century housing or its association with the daylight row house type. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to the Keelty Daylight Rowhouse Historic District at Gwynns Falls.

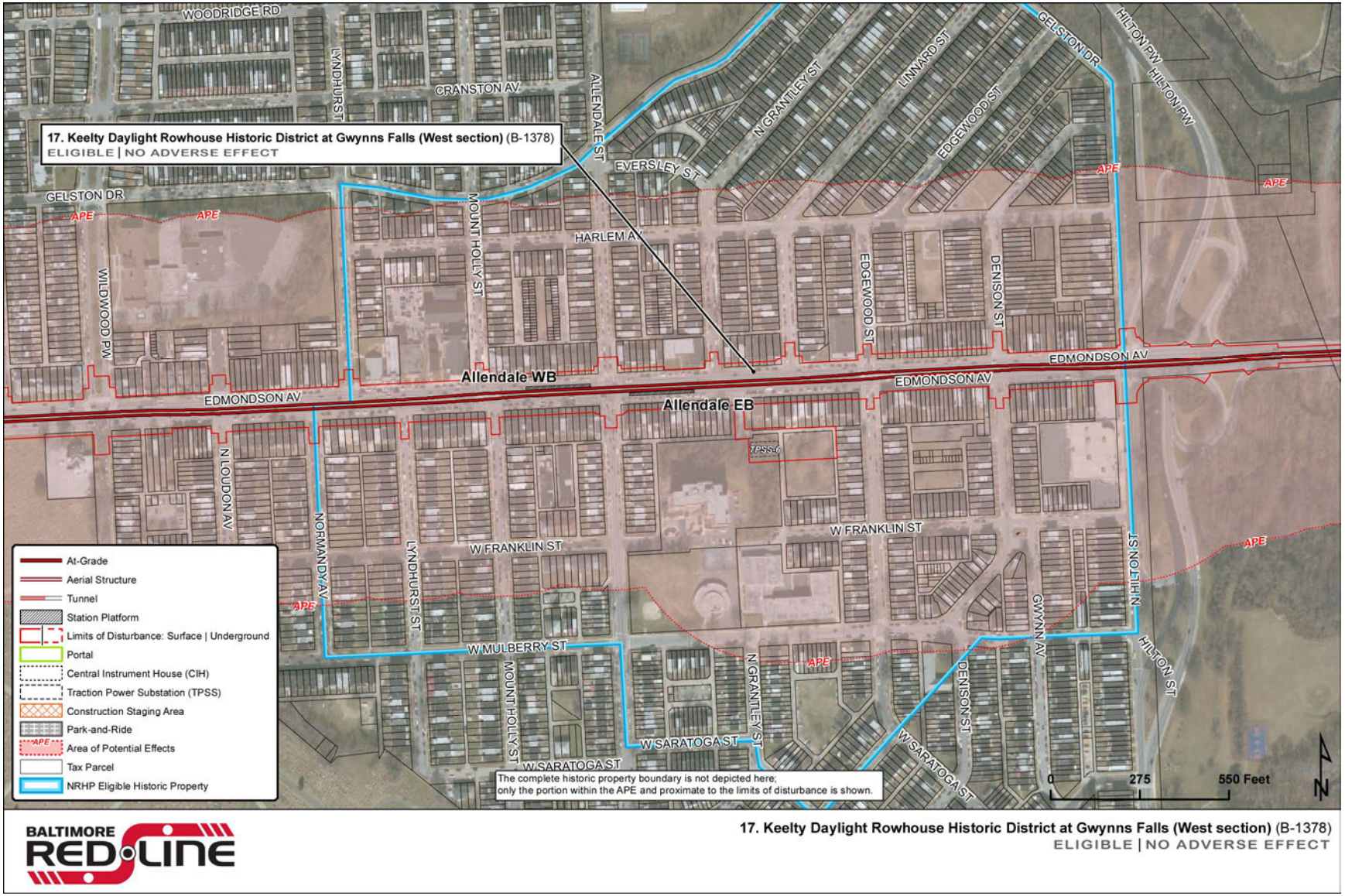


Figure 88. Proposed project in vicinity of the Keelty Daylight Rowhouse Historic District at Gwynns Falls (Map 1 of 2)

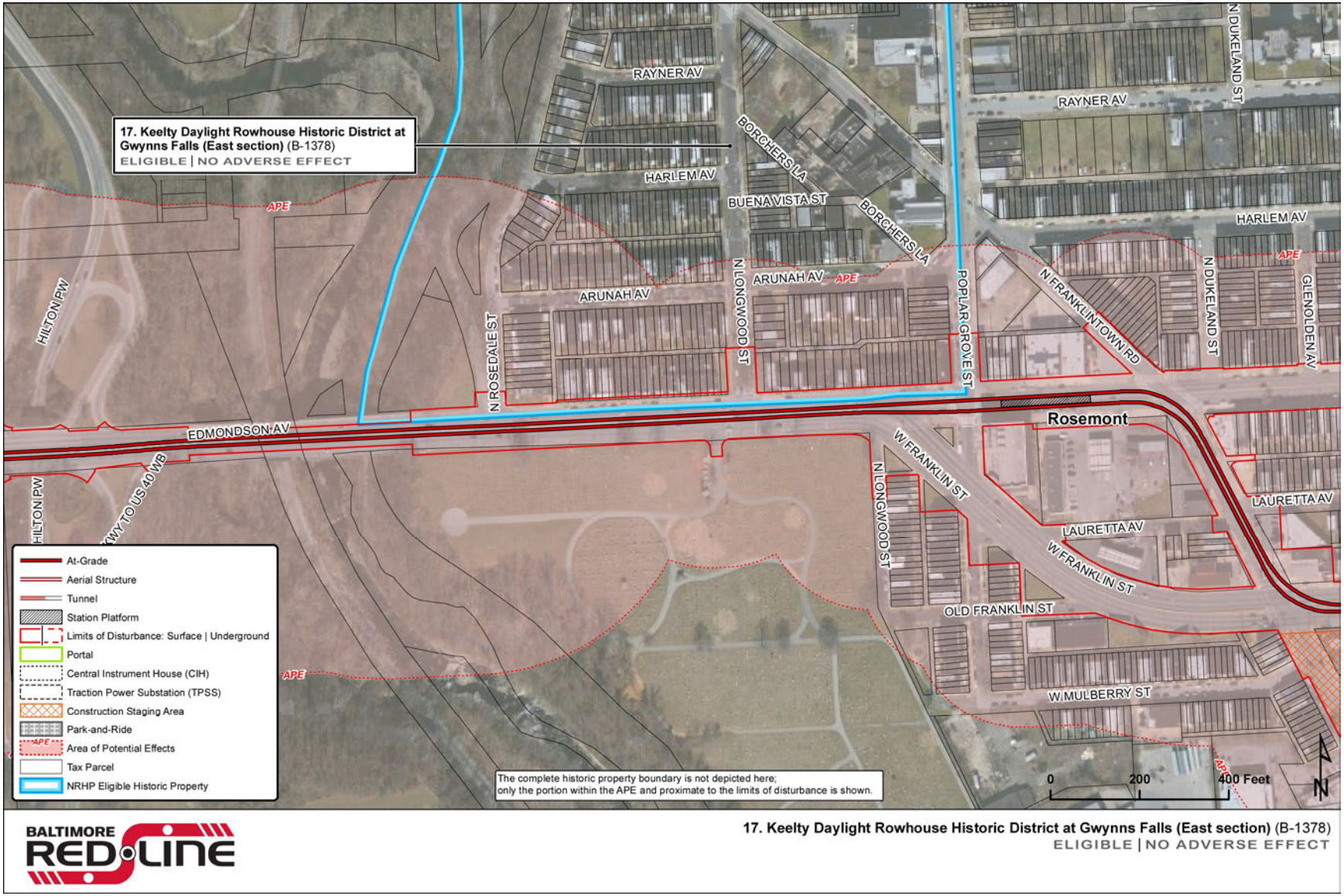


Figure 89. Proposed project in vicinity of the Keelty Daylight Rowhouse Historic District at Gwynns Falls (Map 2 of 2)

Figure 90. View west toward Mt. Holly Street from the proposed at-grade alignment on Edmondson Avenue and within the Keelty Daylight Rowhouse Historic District (west section)

Figure 91. View southwest toward the proposed at-grade alignment on Edmondson Avenue near Mt. Holly Street, and within the Keelty Daylight Rowhouse Historic District (west section)

Figure 92. View northwest from within Keelty Daylight Rowhouse Historic District (west section) toward the proposed at-grade alignment on Edmondson Avenue and westbound Allendale Station (at Allendale Street)

Figure 93. View northeast from within Keelty Daylight Rowhouse Historic District (west section) toward the proposed at-grade alignment on Edmondson Avenue and eastbound Allendale Station (at Allendale Street)

Figure 94. View northeast toward the proposed at-grade alignment on Edmondson Avenue from within the Keelty Daylight Rowhouse Historic District (west section) near North Grantley Street

Figure 95. View southeast toward a proposed central instrument house (see red arrow) within the Keelty Daylight Rowhouse Historic District's west section (between North Grantley Street and Edgewood Street and behind the houses facing north onto Edmondson Avenue)

Figure 96. View northeast toward the proposed at-grade alignment on Edmondson Avenue from within the Keelty Daylight Rowhouse Historic District (west section) at Edgewood Street

Figure 97. View southwest from within the Keelty Daylight Rowhouse Historic District (west section) and near North Hilton Street toward the proposed at-grade alignment on Edmondson Avenue

Figure 98. View northwest toward the proposed at-grade alignment on Edmondson Avenue and to Keelty Daylight Rowhouse Historic District (east section) from West Franklin Street

Figure 99. View southwest toward the proposed at-grade alignment on Edmondson Avenue from the Keelty Daylight Rowhouse Historic District (east section) near West Franklin Street

Figure 100. View southeast from the Keelty Daylight Rowhouse Historic District (east section) toward the proposed at-grade alignment on Edmondson Avenue and to West Franklin Street

18. Western Maryland Railroad-Tidewater Extension (CSX Tracks)
Running North-South through Gwynns Falls Park/Leakin Park between Hilton Street and Ellicott Driveway
MIHP No. B-1377

The Western Maryland Railroad-Tidewater Extension (CSX Tracks) is a short spur of railroad track constructed in the early twentieth century along Gwynns Falls and integrated into Gwynns Falls Park/Leakin Park's design scheme. It provided the Western Maryland Railroad with its first direct access to Baltimore Harbor, making the rail extension a major east-west link to coal fields in western Maryland. The railroad spur was determined eligible for listing in the NRHP under Criterion A for its association with the western Maryland coal industry, the development of Baltimore port facilities, and Western Maryland Railroad transportation improvements.

In the vicinity of the Western Maryland Railroad-Tidewater Extension (CSX Tracks), Red Line Project implementation would include the construction of dual tracks and an overhead catenary system, consisting of support poles and lines, in the center of Edmondson Avenue's right-of-way. Edmondson Avenue traverses the railroad via a six-lane bridge running east to west over Gwynns Falls Park/Leakin Park. No planned stations are proximate to the railroad.

Although project implementation would occur within the property's boundaries, no physical impacts would occur. All project work within the NRHP boundary would take place on the Edmondson Avenue bridge and above the railroad. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Red Line Project implementation would not affect the Western Maryland Railroad-Tidewater Extension (CSX Tracks) setting. Project implementation would occur above the railroad and in the center of the Edmondson Avenue bridge, which carries a six-lane road with substantial traffic. Views from the railroad to the Edmondson Avenue bridge and project alignment are partially screened by intervening vegetation; the bridge itself would also substantially screen the project alignment from the railroad's viewshed. Historically, Baltimore streetcars ran down Edmondson Avenue from 1899 until 1954, traversing Gwynns Falls Park/Leakin Park and the railroad, moving riders between downtown Baltimore and the western suburbs. No historically significant views to or from the railroad would be obscured by project implementation, and no character-defining features of the railroad's setting would be affected. Because no views would be obscured, no visual effects to the railroad were identified. Therefore, project implementation would have no effect to the railroad's integrity of setting.

Furthermore, no project activity would alter the railroad's feeling as a spur railroad connecting Baltimore Harbor to western Maryland or its association with the development of Baltimore port facilities, the Maryland coal industry, and related transportation improvements for the Western Maryland Railroad. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Red Line Project would have **no effect** to the Western Maryland Railroad-Tidewater Extension (CSX Tracks).

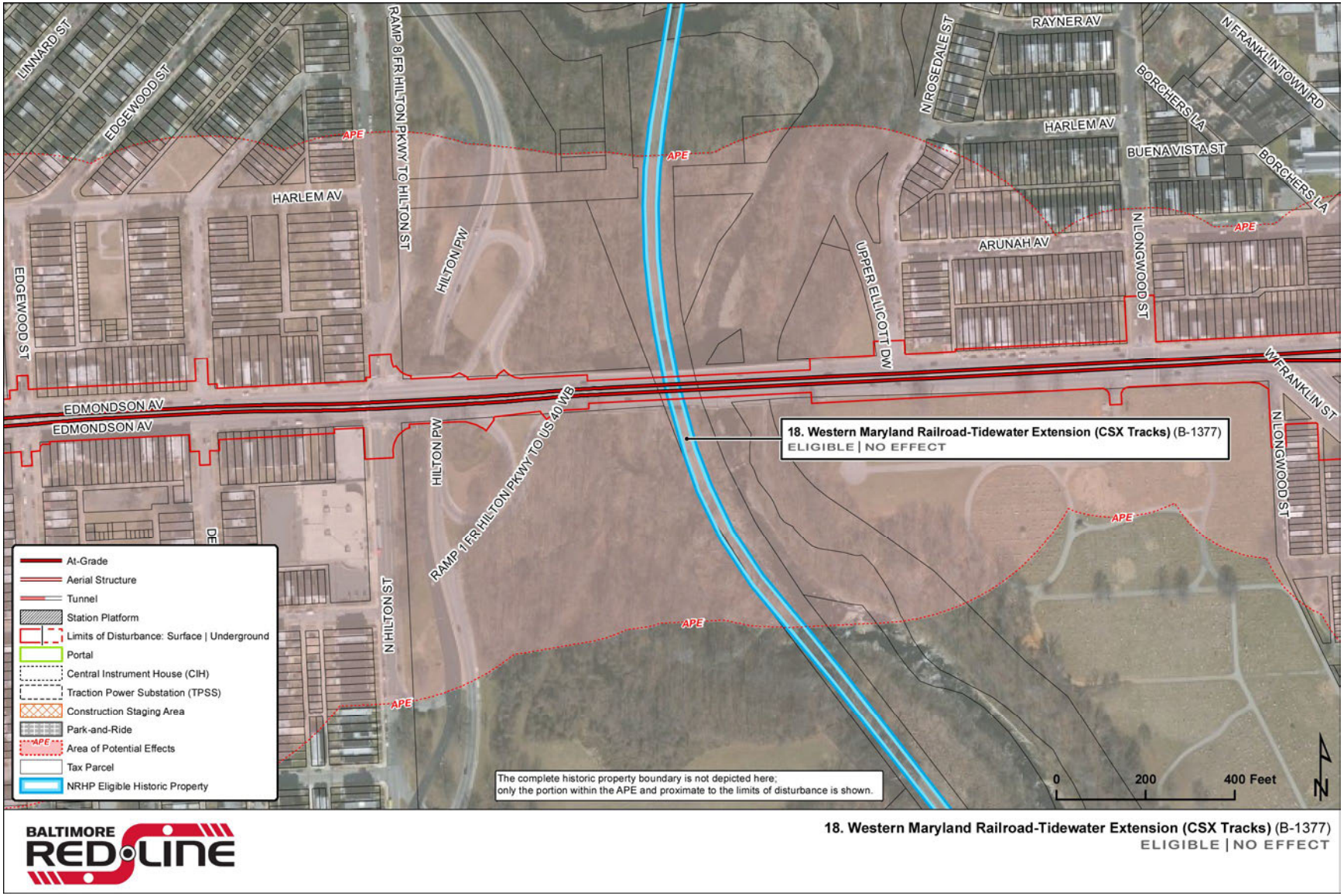


Figure 101. Proposed project in vicinity of the Western Maryland Railroad-Tidewater Extension (CSX Tracks)

Figure 102. View north toward the proposed at-grade alignment on the Edmondson Avenue Bridge over the Western Maryland Railroad-Tidewater Extension

Figure 103. View south toward the proposed at-grade alignment on the Edmondson Avenue Bridge over the Western Maryland Railroad-Tidewater Extension

Figure 104. View southwest toward the Western Maryland Railroad-Tidewater Extension and the proposed at-grade alignment on the Edmondson Avenue Bridge (beyond the trees)

19. Greater Rosemont Historic District

Bounded roughly by West Franklin Street, Edmondson Avenue, Ellicott Drive, North Bentalou Street, and the Amtrak Northeast Corridor (historically the Baltimore & Potomac Railroad)
MIHP No. B-5112

The Greater Rosemont Historic District is a collection of late-nineteenth- to early-twentieth-century housing, with examples of Italianate-style duplexes most common. Daylight row houses, wider than typical Baltimore row houses and with windows in each room, are also common. The daylight examples display the Colonial Revival, Spanish Revival, Craftsman, and Art Deco styles. Originally, the Greater Rosemont area contained open land with scattered houses, farms, and estates. Streetcar lines opening on Baker Street and other streets spurred Baltimore's westward development at the turn of the twentieth century, making the area a streetcar suburb after 1910. The Greater Rosemont Historic District was determined eligible for listing in the NRHP under Criterion A for its association with Baltimore's suburban expansion in the late nineteenth and early twentieth centuries, and under Criterion C for its vast array of building styles representing nearly every type of attached dwelling popular during that period. The district also includes portions of the NRHP-listed Edmondson Avenue Historic District and the NRHP-eligible Keelty Daylight Rowhouse Historic District.

In the vicinity of the Greater Rosemont Historic District, Red Line Project implementation would include the installation of the alignment along the center of Edmondson Avenue, North Franklintown Road, and West Franklin Street, also the district's southern NRHP boundary. The alignment, consisting of dual tracks and the catenary system, including support poles, wires, and some lighting, would be installed within Edmondson Avenue, North Franklintown Road, and West Franklin Street's rights-of-way. Sidewalk and paving improvements would also occur. A segment of the Red Line Project alignment would enter the historic district at its southwestern NRHP boundary along North Franklintown Road and at North Franklintown Road's intersection with West Franklin Street. At this location, the project's LOD would extend into a parcel containing a non-contributing building with no design merit and numerous changes. Another section of the LOD east of Evergreen Street and along West Franklin Street includes a parcel with a recently constructed drugstore.

The project's LOD would also extend into the historic district in other locations, including along existing roadways and rights-of-way to account for minor improvements to existing streets and sidewalks. The project's LOD would also extend northward into the historic district along Edmondson Avenue and West Franklin Street, components of the district's south NRHP boundary. The LOD would typically extend approximately 25 to 30 feet into the district and up to 50 feet onto a non-contributing, non-historic commercial property between Evergreen Street and Doswell Avenue. Although specific contributing/noncontributing property delineations were not made as part of the original NRHP determination of eligibility documentation, the numerous residences fronting Edmondson Avenue and West Franklin Street would be considered contributing to the historic district's significance and landscape features, including setback of houses, are part of the district's character-defining features. The LOD would extend into the front yards of some contributing properties that embody significant character-defining features on residential blocks facing Edmondson Avenue and West Franklin Street. Property acquisition

would be required from houses' front yards, which generally are from 15 to 25 feet deep; however, the amount of encroachment would be minimal, from approximately 0.5 to 1 foot.

Two stations are planned near the district's boundaries. The single-platform Rosemont Station would be located within Edmondson Avenue, between Poplar Grove Street and North Franklintown Road, and near the district's south NRHP boundary; however, the station would not be proximate to any contributing properties. The split-platform West Baltimore MARC Station's north platform would be located approximately 230 feet east of the district's southeastern NRHP boundary and to the east of the existing MARC West Baltimore Station (sharing a similar name) that services Amtrak and MARC commuter trains. Stations would be aboveground and platforms would be approximately 190 feet long and 15 feet wide with a partial canopy. The alignment would diverge just south of the historic district's southeastern NRHP boundary into one-way pairs to encompass the MARC West Baltimore station. The proposed operations and maintenance facility would be located across West Franklin Street and south and outside of the historic district's NRHP boundary. The facility would be located in an industrial area and consist of three buildings: one would be two stories tall and the other two would be single-story buildings. Space requirements for these buildings are 9,000; 11,000; and 6,000 square feet, respectively. Two traction power substations would be located on the facility site.

Physical impacts to contributing resources within the Greater Rosemont Historic District would occur but would be minimal; minor impacts to the front yards of historic houses fronting Edmondson Avenue and West Franklin Street would alter the landscape proportions of these properties, which are characteristic of the rowhouse configuration of this neighborhood. However, these impacts would be small and consistent within blocks, and similar setbacks would be maintained among buildings. Other project activity would be conducted on non-contributing, non-historic properties within the district or contained within existing rights-of-way, including minor improvements to existing streets and sidewalks. Therefore, no adverse effects to the district's integrity of location, design, materials, and workmanship would occur.

The Greater Rosemont Historic District does not retain integrity of setting, particularly in the West Franklin Street corridor. Demolished buildings, altered buildings, large billboards, and recently constructed retail establishments and fast-food restaurants dominate the historic district's boundary in this area. Although project elements would be visible from some properties within the district, especially those along West Franklin Street and near North Franklintown Road, the proposed project facilities, including the alignment, catenary system, and stations, represent a minor alteration to the district's visual setting in this area since views from this portion of the district contain many non-historic buildings. In addition, properties are not oriented toward the proposed Rosemont Station south of the district's south NRHP boundary, and views toward this station would be interrupted by non-historic commercial properties. Views to the proposed West Baltimore MARC Station southeast of the district are visually screened by substantial vegetation and the elevated Baltimore & Potomac Railroad. Historically, Baltimore streetcars serviced neighborhoods along Edmondson Avenue beginning in 1899. Growth of suburban neighborhoods, including what is now the Greater Rosemont Historic District, occurred simultaneously with streetcar expansion during the late nineteenth and early twentieth centuries. No historically significant views to or from the district remain in this area. The proposed operations and maintenance facility, which has low-scale buildings, and two

traction power substations and a central instrument house would be located across multi-lane and busy West Franklin Street and would not adversely affect the historic district's setting. Because no historically significant views would be obscured, no visual effects to the district were identified. Furthermore, changes within the district because of project encroachment onto front yards, as described above, would result in no adverse effect to setting because setbacks would remain consistent on each block. Therefore, project implementation would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a late-nineteenth- to early-twentieth-century neighborhood containing houses representing various period architectural styles, or its association with suburban development in Baltimore. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to the Greater Rosemont Historic District.

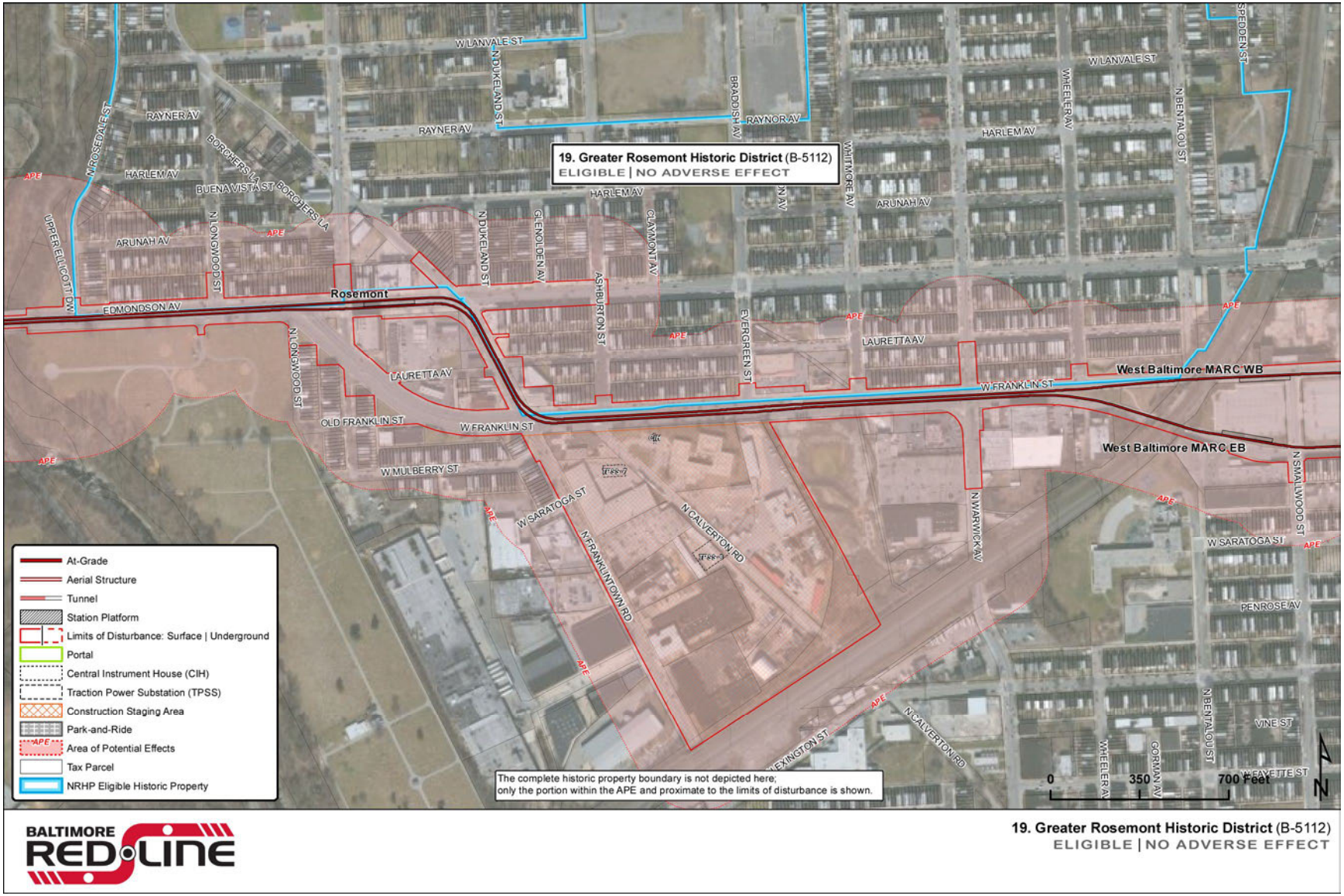


Figure 105. Proposed project in vicinity of the Greater Rosemont Historic District

Figure 106. View west from the proposed at-grade alignment on Edmondson Avenue toward the Greater Rosemont Historic District at North Longwood Street

Figure 107. View northeast toward the Greater Rosemont Historic District, proposed at-grade alignment on Edmondson Avenue, and proposed Rosemont Station from West Franklin Street

Figure 108. View southeast from the Greater Rosemont Historic District toward the proposed at-grade alignment on Edmondson Avenue (in the foreground) and along West Franklin Street


Figure 109. View northeast toward the proposed at-grade alignment on North Franklintown Road and the Greater Rosemont Historic District at Lauretta Avenue

Figure 110. View northwest toward the proposed at-grade alignment on North Franklintown Road from Lauretta Avenue; Greater Rosemont Historic District in background to north

Figure 111. View northwest from proposed operations and maintenance facility (North Calverton Road vicinity) toward the proposed at-grade alignment on West Franklin Street and to the Greater Rosemont Historic District

Figure 112. View southwest from the Greater Rosemont Historic District toward the proposed at-grade alignment on West Franklin Street and to proposed operations and maintenance facility and traction power substation (see red arrow) along North Calverton Road

Figure 113. View northeast toward a proposed central instrument house in parking lot near North Calverton Road); Greater Rosemont Historic District and proposed at-grade alignment on West Franklin Street located beyond

Figure 114. View southeast from the Greater Rosemont Historic District (at Ashburn Street) toward the proposed at-grade alignment on West Franklin Street and a proposed central instrument house

Figure 115. View west from the proposed at-grade alignment on West Franklin Street toward the Greater Rosemont Historic District and Doswell Avenue

Figure 116. View southeast from the Greater Rosemont Historic District near Doswell Avenue toward the proposed at-grade alignment on West Franklin Street

Figure 117. View northwest near the West Baltimore MARC Station toward the proposed at-grade alignment on West Franklin Street and to Greater Rosemont Historic District

20. Edmondson Avenue Historic District
Roughly bounded by West Franklin Street on the south, Bentalou Street on the west, Braddish Avenue on the east, and Winchester Street on the north
MIHP No. B-5187

The Edmondson Avenue Historic District is a large, irregularly shaped district containing primarily row houses and duplexes dating largely from the 1900s to the 1940s with some earlier examples. The district's residential architecture exhibits a variety of architectural styles, including Italianate, Colonial Revival, Gothic Revival, Tudor Revival, and Art Deco. Following World War II, the district transitioned into a middle-class, African-American neighborhood, giving many the opportunity to own houses, create neighborhood organizations, and take an active role in civil rights and neighborhood activism. The Edmondson Avenue Historic District was listed in the NRHP under Criterion A for its association with the developing suburbs west of downtown Baltimore and the post-World War II role of African American residents creating community institutions, and under Criterion C for its good examples of varying residential architectural styles applied to the Baltimore row house form. The historic district boundary is irregularly shaped and is depicted on the accompanying map.

In the vicinity of the Edmondson Avenue Historic District, Red Line Project implementation would include the installation of the alignment along the center of Edmondson Avenue, North Franklintown Road, and West Franklin Street, also the district's southern NRHP boundary. The alignment, consisting of dual tracks and the catenary system, including support poles, wires, and some lighting, would be installed within Edmondson Avenue, North Franklintown Road, and West Franklin Street's rights-of-way. A segment of the Red Line Project alignment would enter the historic district at its southwestern NRHP boundary along North Franklintown Road and at North Franklintown Road's intersection with West Franklin Street. At this location, the project's limits of disturbance (LOD) would extend into a parcel containing a non-contributing building with no design merit and numerous changes. Another section of the LOD east of Evergreen Street and along West Franklin Street includes a parcel with a recently constructed drugstore.

The project's LOD would also extend into the historic district in other locations, including along existing roadways and rights-of-way to account for minor improvements to existing streets and sidewalks. The LOD would typically extend approximately 25 to 30 feet into the district and up to 50 feet onto a non-contributing, non-historic commercial property between Evergreen Street and Doswell Avenue. Although specific contributing/noncontributing property delineations were not made as part of the original NRHP documentation, the numerous residences fronting West Franklin Street would be considered contributing to the historic district's significance and landscape features, including setback of houses, are part of the district's character-defining features. The LOD would extend into the front yards of contributing properties that embody significant character-defining features on residential blocks facing West Franklin Street. Property acquisition would be required from houses' front yards, which generally are from 15 to 25 feet deep; however, the amount of encroachment would be minimal, averaging approximately 0.5 feet.

Two stations are planned near the district's boundaries. The single-platform Rosemont Station would be located approximately 175 feet west of the district's southwestern NRHP boundary; the

split-platform West Baltimore MARC Station's north platform would be located approximately 210 feet east of the district's southeastern NRHP boundary and to the east of the existing MARC West Baltimore Station (sharing a similar name) that services Amtrak and MARC commuter trains. Stations would be aboveground and platforms would be approximately 190 feet long and 15 feet wide with a partial canopy. The alignment would diverge just south of the historic district's southeastern NRHP boundary into one-way pairs to encompass the MARC West Baltimore station. The proposed operations and maintenance facility would be located across West Franklin Street and south and outside of the historic district's NRHP boundary. The facility would be located in an industrial area and consist of three buildings: one would be two stories tall and the other two would be single-story buildings. Space requirements for these buildings are 9,000; 11,000; and 6,000 square feet, respectively. Two traction power substations and a central instrument house would be located on the facility site.

Physical impacts to contributing resources within the Edmondson Avenue Historic District would occur but would be minimal; minor impacts to the front yards of historic houses fronting West Franklin Street would alter the landscape proportions of these properties, which are characteristic of the row house configuration of this neighborhood. However, these impacts would be small and consistent within blocks, and similar setbacks would be maintained among buildings. Other project activity would be conducted on non-contributing, non-historic properties within the district or contained within existing rights-of-way, including minor improvements to existing streets and sidewalks. Therefore, no adverse effects to the district's integrity of location, design, materials, and workmanship would occur.

The Edmondson Avenue Historic District does not retain integrity of setting, particularly in the West Franklin Street corridor. Demolished buildings, altered buildings, large billboards, and recently constructed retail establishments and fast-food restaurants dominate the historic district's boundary in this area. Although project elements would be visible from some properties within the district, especially those along West Franklin Street and near North Franklintown Road, the proposed project facilities, including the alignment, catenary system, and stations, represent a minor alteration to the district's visual setting in this area since views from this portion of the district contain many non-historic buildings. In addition, properties are not oriented toward the proposed Rosemont Station west of the district's southwest NRHP boundary, and views toward this station would be interrupted by a carwash, gas station, and convenience store. Views to the proposed West Baltimore MARC Station southeast of the district are visually screened by substantial vegetation and the elevated Baltimore & Potomac Railroad. Historically, Baltimore streetcars serviced neighborhoods along Edmondson Avenue beginning in 1899. Growth of suburban neighborhoods, including what is now the Edmondson Avenue Historic District, occurred simultaneously with streetcar expansion during the late nineteenth and early twentieth centuries. No historically significant views to or from the district remain in this area. The proposed operations and maintenance facility, which has low-scale buildings and two traction power substations and a central instrument house, would be located across the multi-lane busy West Franklin Street and would not adversely affect the historic district's setting. Because no historically significant views would be obscured, no visual effects to the district were identified. Furthermore, changes within the district because of project encroachment onto front yards, as described above, would result in no adverse effect to setting because setbacks would

remain consistent on each block. Therefore, project implementation would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as an early to mid-twentieth-century neighborhood containing houses representing various period architectural styles, or its association with those styles and the growth of African American civic engagement during the mid-twentieth century. Therefore, project implementation would have no adverse effect to the district's integrity of feeling or association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to the Edmondson Avenue Historic District.

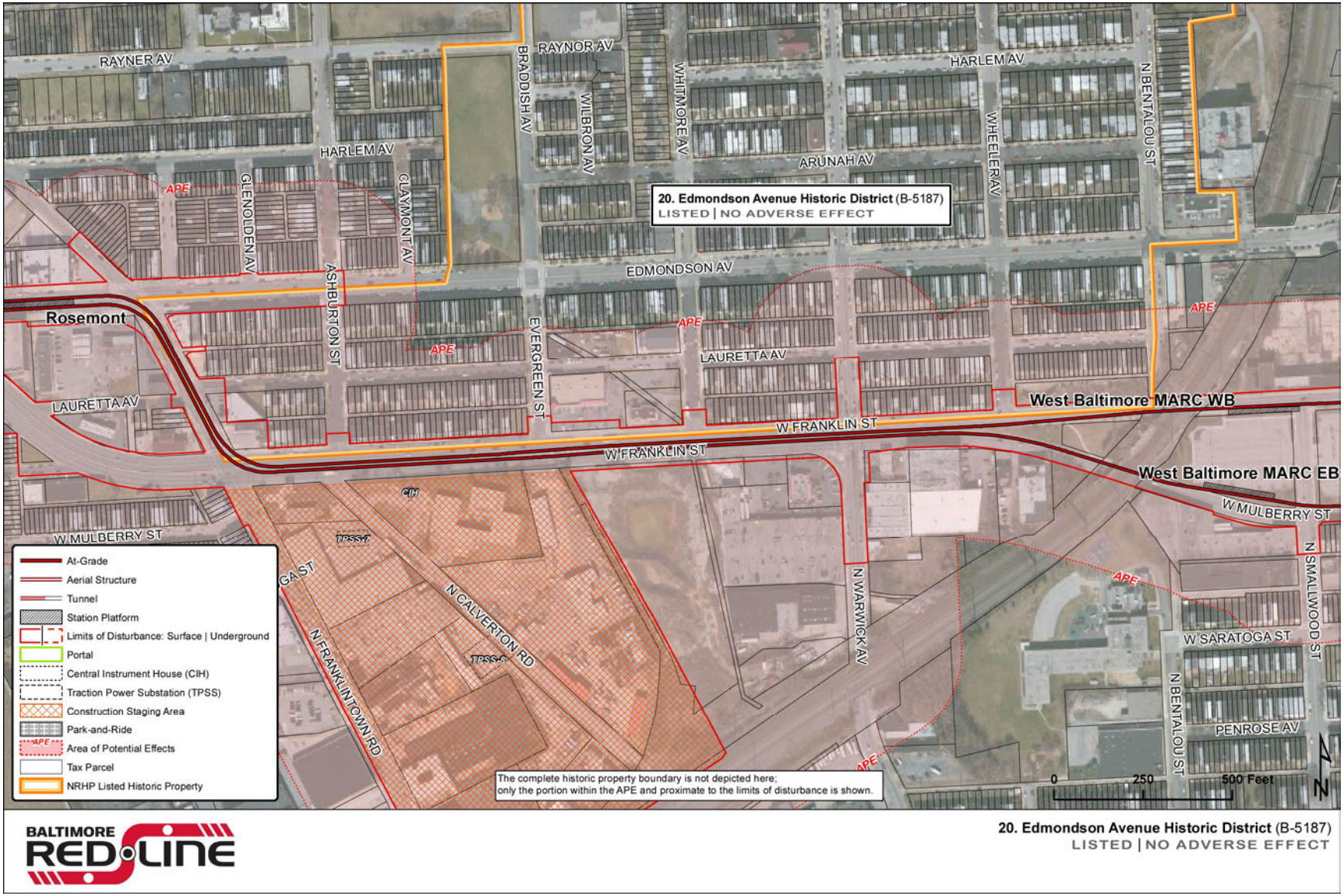


Figure 118. Proposed project in vicinity of the Edmondson Avenue Historic District

Figure 119. View northeast toward the proposed at-grade alignment on North Franklintown Road and to the Edmondson Avenue Historic District at Lauretta Avenue

Figure 120. View northwest toward the proposed at-grade alignment on North Franklintown Road from Lauretta Avenue, with Edmondson Avenue Historic District to the north

Figure 121. View northwest from proposed operations and maintenance facility (North Calverton Road vicinity) toward the proposed at-grade alignment on West Franklin Street and to the Edmondson Avenue Historic District

Figure 122. View southwest from the Edmondson Avenue Historic District toward the proposed at-grade alignment on West Franklin Street and to proposed operations and maintenance facility and a traction power substation (see red arrow) along North Calverton Road

Figure 123. View northeast toward a proposed central instrument house in parking lot near North Calverton Road; Edmondson Avenue Historic District and proposed at-grade alignment on West Franklin Street located beyond

Figure 124. View southeast from the Edmondson Avenue Historic District (at Ashburn Street) toward the proposed at-grade alignment on West Franklin Street and a central instrument house

Figure 125. View west from the proposed at-grade alignment on West Franklin Street toward the Edmondson Avenue Historic District and Doswell Avenue

Figure 126. View southeast from the Edmondson Avenue Historic District near Doswell Avenue toward the proposed at-grade alignment on West Franklin Street

Figure 127. View northwest near the West Baltimore MARC Station toward the proposed at-grade alignment on West Franklin Street and to Edmondson Avenue Historic District

21. Baltimore & Potomac Railroad (Philadelphia, Wilmington & Baltimore Railroad; elsewhere: Philadelphia Wilmington & Baltimore Railroad)
See maps for the historic property boundary
MIHP No. B-5164

The Baltimore & Potomac Railroad (Philadelphia, Wilmington & Baltimore Railroad; elsewhere: Philadelphia Wilmington & Baltimore Railroad) alignment occurs at two locations along the proposed Red Line Project alignment, including just west of the existing MARC West Baltimore station, and near the project's eastern terminus at the Johns Hopkins Bayview Hospital Campus. Although components of the same historic property, these two segments were separately determined eligible for listing in the NRHP. Because of unique project features in each area, project effects to the two segments are assessed separately but a single effect finding has been determined.

West of the existing MARC West Baltimore station, the Baltimore & Potomac Railroad alignment was established in 1872 and runs from Violetville, Maryland to Pennsylvania Station in Baltimore. The majority of built features along the railroad alignment date from that time through the early twentieth century. The Baltimore & Potomac Railroad merged with the Philadelphia Wilmington & Baltimore Railroad in 1902, and the new name was also given to the alignment evaluated here. The most prominent built features along this segment include the Baltimore & Potomac Tunnel and four railroad bridges. Only a small portion of this alignment is located within the project's APE and is adjacent to the existing MARC West Baltimore Station and the planned Red Line Project's West Baltimore MARC station. The portion of the alignment in the APE includes two railroad bridges and track. The Baltimore & Potomac Railroad, also a segment of the Philadelphia Wilmington & Baltimore Railroad, was determined eligible for listing in the NRHP under Criterion A for its association with railroad development and transportation growth in Baltimore and under Criterion C for its innovative engineering and associated built features that comprise the rail line.

West of the Johns Hopkins Bayview Hospital Campus, the Philadelphia Wilmington & Baltimore Railroad is an active railroad along an alignment developed in 1832; the railroad infrastructure includes multiple tracks and one five-track, steel-plate girder bridge constructed in 1930. Most of the line north of O'Donnell Street remains in use by freight trains, linking the Canton neighborhood's industrial concerns to the Northeast Corridor, a rail line providing passenger, commuter, and freight services from Boston to Washington, D.C. The Philadelphia Wilmington & Baltimore Railroad was determined eligible for listing in the NRHP under Criterion A for its association with Baltimore's transportation history as the first railroad to connect Baltimore with Port Deposit and eventually the entire Northeast Corridor, and as a critical contributor to the rise of Baltimore's prominence as a center of commerce and transportation.

Effects to Baltimore & Potomac Railroad, west of MARC West Baltimore station
The Baltimore & Potomac Railroad, also a segment of the Philadelphia Wilmington & Baltimore Railroad, is elevated in the vicinity of the Red Line Project in west Baltimore. At this location, the Red Line tracks split and follow Franklin and Mulberry streets at grade; the elevated Baltimore & Potomac Railroad is carried above these two roads by two railroad bridges that are

contributing elements. The Red Line Project's split-platform West Baltimore MARC Station (which is separate from the similarly named MARC West Baltimore Station) would be located just east of the Baltimore & Potomac Railroad. The aboveground station would consist of a pair of platforms, each approximately 190 feet long and 15 feet wide with partial canopy coverage. Other project components would be visible from the rail line; these include overhead catenary lines and associated support poles, some with lights, and a central instrument house. The catenary lines would be attached to the underside of each railroad bridge. The proposed operations and maintenance facility would be located south of West Franklin Street, east of North Franklintown Road, and north of the Baltimore & Potomac Railroad. The facility would be located in an industrial area and consist of three buildings: one would be two stories tall and the other two would be single-story buildings. Space requirements for these buildings are 9,000; 11,000; and 6,000 square feet, respectively. Two traction power substations would be located on the facility site.

Red Line Project components, including catenary lines, would be attached to the contributing railroad bridges within the property's NRHP boundary at its intersection with West Franklin Street. However, connecting these lines at a few select points would not constitute an adverse effect to character-defining bridge features. This work would have no effects to the property's integrity of location and no adverse effect to the integrity of design, materials, or workmanship.

The Baltimore & Potomac Railroad retains moderate integrity of setting in the vicinity of West Franklin Street. Select historic buildings remain in this area, but many buildings have been substantially altered and others demolished, some replaced with new construction. Although project elements in the railroad's vicinity would be visible from some portions of the railroad, these facilities would be rail-related and perpetuate the historic rail use of the area and the historic alignment. No historically significant views to or from the property would be obscured by project implementation, and no character-defining features of the property's setting would be impacted. Because no historically significant views would be obscured, no adverse visual effects to the property were identified. As a noise and vibration generator, the railroad is not subject to noise and vibration impacts. Therefore, project implementation would have no adverse effect to the Baltimore & Potomac Railroad's integrity of setting.

The Baltimore & Potomac Railroad retains integrity of feeling and association in the vicinity of West Franklin Street. Character-defining features that convey the rail line's engineering technology and period in time, as well as its association with transportation in Baltimore, are present and would not be affected by the Red Line Project. Therefore, the project will have no effect on the Baltimore & Potomac Railroad's integrity of feeling and association.

Effects to the Philadelphia Wilmington & Baltimore Railroad, west of Johns Hopkins Bayview Hospital Campus

Near the Philadelphia Wilmington & Baltimore Railroad west of the Johns Hopkins Bayview Hospital Campus, Red Line Project implementation would include installation of the alignment along South Haven Street and the former Union Railroad right-of-way to the railroad's west. The alignment, consisting of dual tracks and the overhead catenary system, including support poles, wires, and some lighting, would be installed along South Haven Street and the former Union Railroad right-of-way. It would cross over and bisect a section of the Philadelphia

Wilmington & Baltimore Railroad's abandoned, original right-of-way and siding within the property's NRHP boundary north of O'Donnell Street, and then continue north along the former Union Railroad right-of-way. The proposed Highlandtown/Greektown Station, which would consist of a platform that is approximately 190 feet long and 15 feet wide with a partial canopy, would be located within the former Union Railroad right-of-way, just south of Eastern Avenue, and approximately 350 feet west of the Philadelphia Wilmington & Baltimore Railroad. A traction power substation would be located just southwest of the property's southern NRHP boundary at O'Donnell Street. Screening measures may be implemented to minimize any potential visual impacts, if appropriate. Approximately 660 feet south of East Lombard Street, the alignment would turn east to run parallel to and approximately 430 feet south of East Lombard Street, while ascending from grade to an elevated track. The elevated alignment would cross over and bisect a section of the Philadelphia Wilmington & Baltimore Railroad between Gough and East Lombard streets and west of South Ponca Street, and would run on an east-west axis to the railroad's northeast-southwest axis.
Although the proposed southerly, at-grade alignment segment would cross a portion of the railroad's NRHP boundary, no physical impacts to the Philadelphia Wilmington & Baltimore Railroad would occur as this section comprises abandoned right-of-way and contains no character-defining features that contribute to the property's significance. Similarly, the proposed northerly, elevated alignment would cross over the railroad within its NRHP boundary, but no physical impacts to the railroad would occur. Therefore, no adverse effects to the property's integrity of location, design, materials, and workmanship would occur at these locations.

The Philadelphia Wilmington & Baltimore Railroad does not retain integrity of setting in the area west of the Johns Hopkins Bayview Hospital Campus due to non-historic industrial development in its vicinity. At the proposed alignment's north crossing of the property's NRHP boundary, the proposed elevated alignment would be visible; however it would not adversely affect the property's already altered visual setting. Near the alignment's south crossing of the boundary, the aboveground alignment would be visible from some portions of the railroad, but these facilities represent a minor change to the property's altered visual setting. Furthermore, to the railroad's west, numerous intervening buildings screen views to and from portions of the proposed aboveground alignment and station. The traction power substation, though visible from the property's southern NRHP boundary, would be screened and would not adversely affect the property's already altered visual setting. No historically significant views to or from the property would be obscured by project implementation, and no character-defining features of the property's setting would be impacted. Because no historically significant views would be obscured, no adverse visual effects to the property were identified. Because of the nature of the resource, the railroad is not subject to noise and vibration impacts. Therefore, project implementation would have no adverse effect to the Philadelphia Wilmington & Baltimore Railroad's integrity of setting.

Furthermore, west of the Johns Hopkins Bayview Hospital Campus, no project activity would alter the property's feeling as a historic railroad corridor, or its association as the first railroad to connect Baltimore with Port Deposit and the Northeast Corridor and with Baltimore's transportation and commercial history. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to the Baltimore & Potomac Railroad (Philadelphia, Wilmington & Baltimore Railroad; elsewhere: Philadelphia Wilmington & Baltimore Railroad).

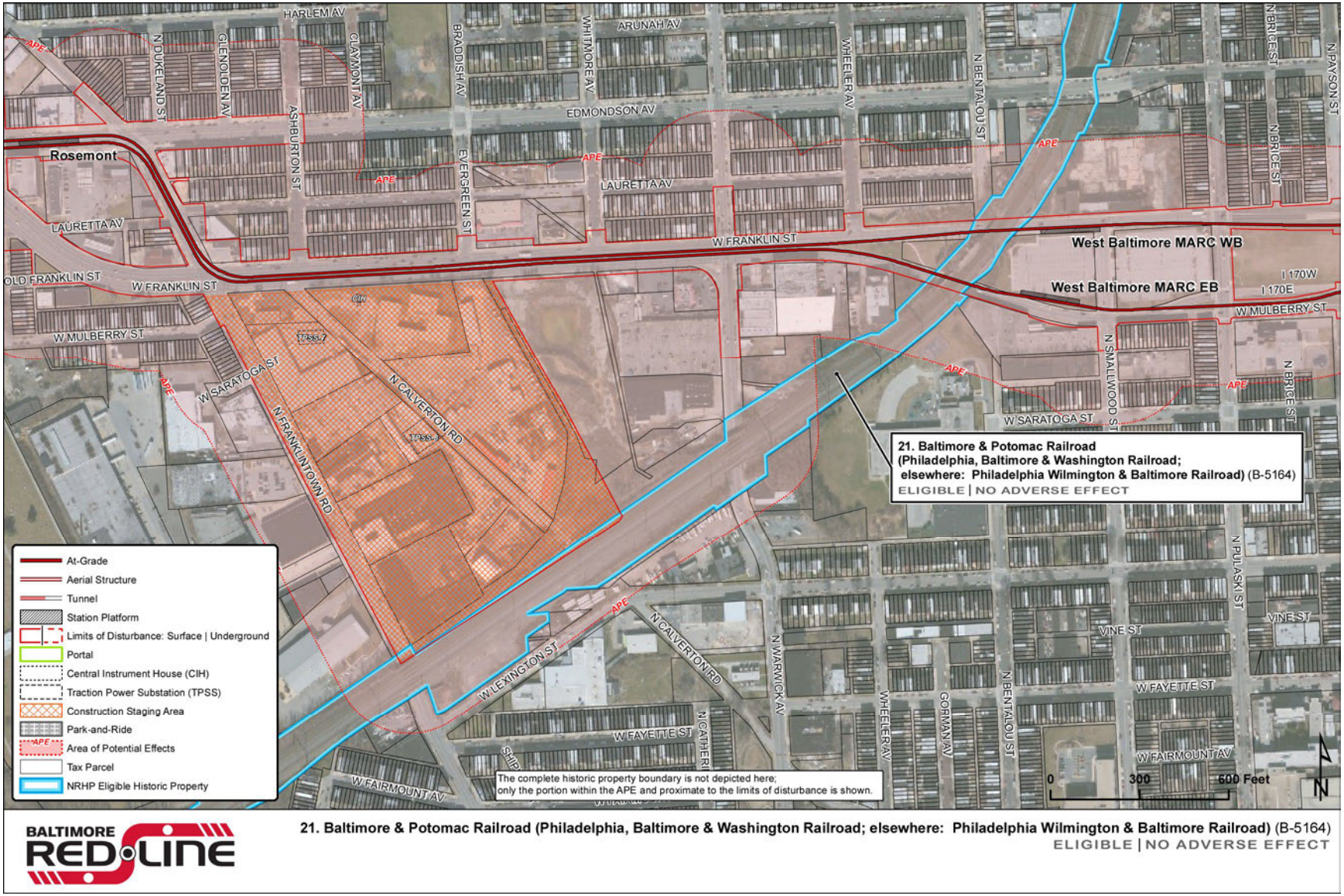


Figure 128. Proposed project in vicinity of the Baltimore & Potomac Railroad (Map 1 of 2)

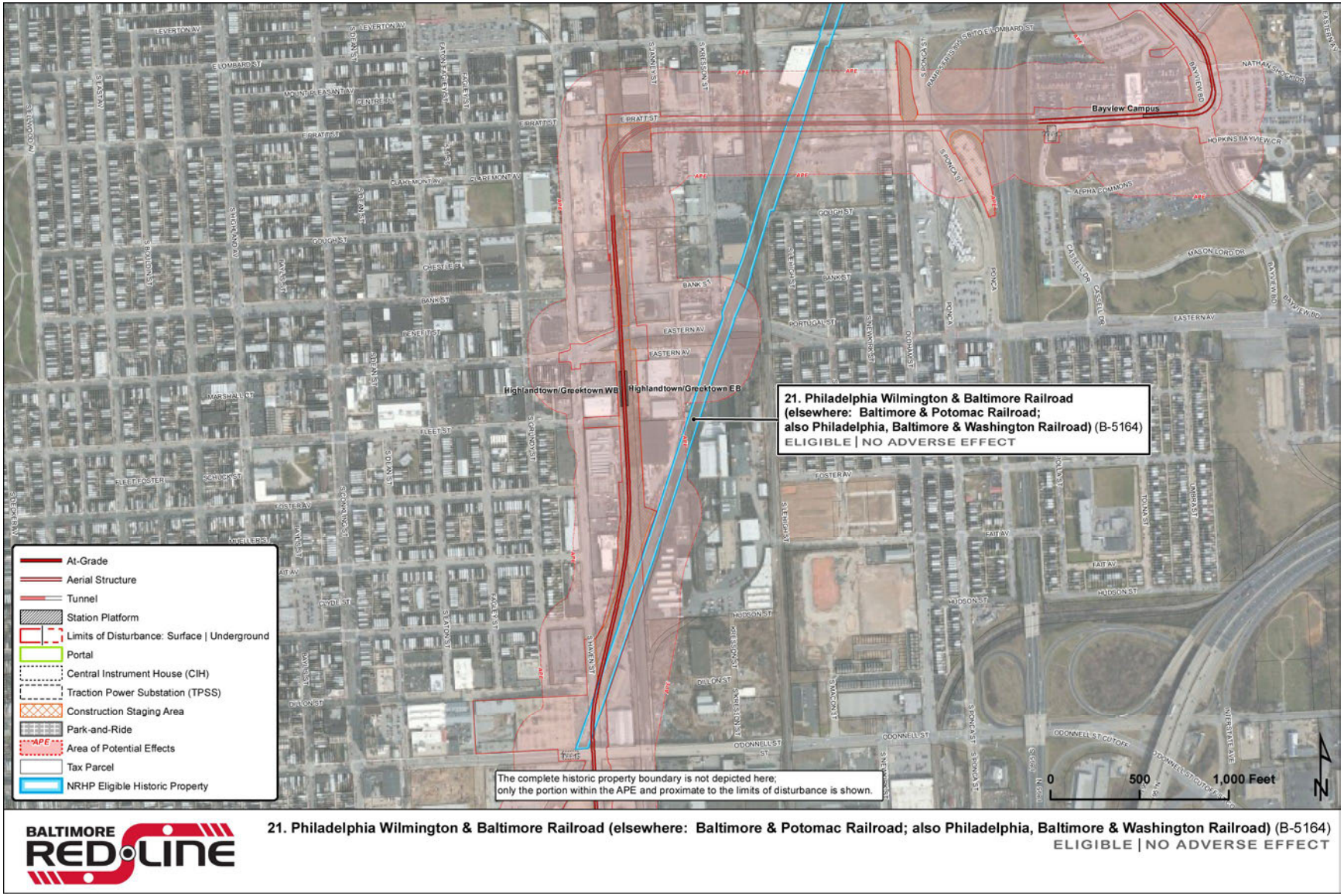


Figure 129. Proposed project in vicinity of the Baltimore & Potomac Railroad (Map 2 of 2)

Figure 130. View west from the Baltimore & Potomac Railroad toward the proposed West Franklin Street (westbound) and West Mulberry Street (eastbound) at-grade alignments

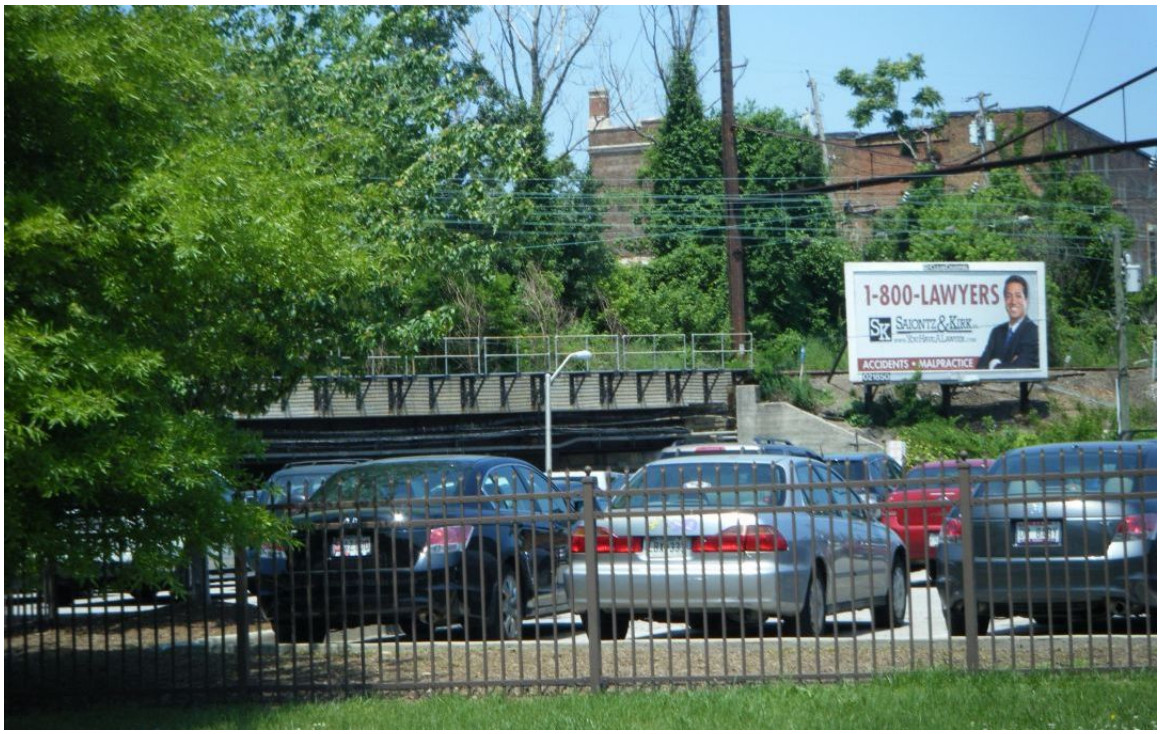


Figure 131. View northwest from the proposed eastbound at-grade alignment on West Mulberry Street toward the Baltimore & Potomac Railroad (including the contributing bridge over West Franklin Street); the proposed eastbound station platform is at the parking lot's southern edge (in the foreground)

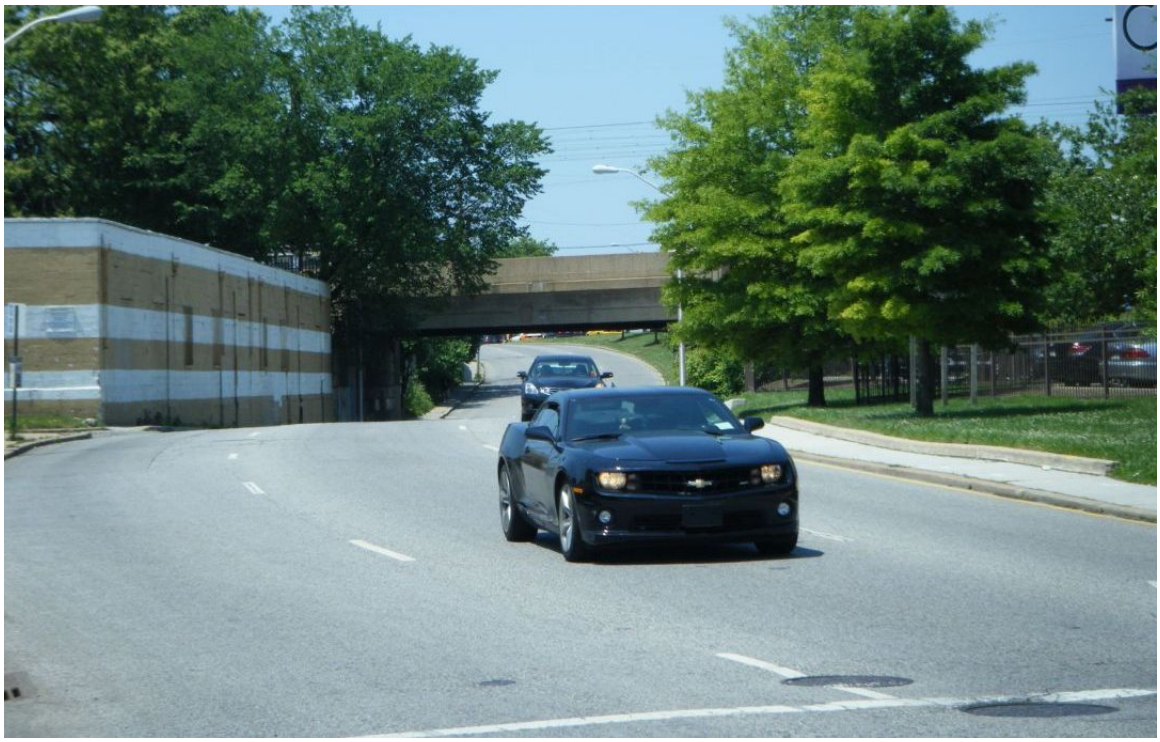


Figure 132. View west toward the Baltimore & Potomac Railroad along West Mulberry Street

Figure 133. View northeast from the Baltimore & Potomac Railroad toward the proposed westbound West Franklin Street at-grade alignment and station platform

Figure 134. View southeast from the Baltimore & Potomac Railroad toward the proposed eastbound West Mulberry Street at-grade alignment and station platform

Figure 135. View northeast along the Philadelphia Wilmington & Baltimore Railroad at O'Donnell Street as it crosses the proposed at-grade alignment; alignment transitions at this location from South Haven Street to Union Railroad

Figure 136. View east along Old Eastern Avenue toward the Philadelphia Wilmington & Baltimore Railroad from the proposed at-grade alignment on the Union Railroad

Figure 137. View west along Old Eastern Avenue toward the proposed at-grade alignment on the Union Railroad from the Philadelphia Wilmington & Baltimore Railroad

Figure 138. View southwest from East Lombard Street toward the proposed aerial structure for the alignment (along East Pratt Street) over the Philadelphia Wilmington & Baltimore Railroad

22. American Ice Company Building
2100 West Franklin Street
MIHP No. B-1040

The American Ice Company Building was originally built in 1896 as an ice manufacturing plant. It is a long, low brick building, purpose-built to accommodate the heavy equipment required to make ice. Decorative brick ornamentation, including corbelling and dentil courses, adorn the facade, which is punctuated by rhythmic fenestration and segmental-arch openings, as well as a stepped parapet. Although fire damaged the building in 2005, the facade and much of the original building remains intact; character-defining interior features that demonstrate the ice-making activities are still present. The building is a rare survivor of a purpose-built manufacturing plant and ice-production facility. The American Ice Company Building was determined eligible for listing in the NRHP in 2004. It is eligible under Criterion A for its association with ice manufacturing in Baltimore, which allowed for food preservation and expanded shipping markets for perishables. It is also eligible under Criterion C as an excellent example of a manufacturing facility that served a distinct and unique purpose and also displayed significant decorative elements found in late nineteenth-century architecture. The historic boundaries include the parcel that contains the building and surrounding paved lots.

Red Line Project activity near the American Ice Company Building would occur directly south and just outside of the historic property boundary; no work would occur within the property's historic boundary. The Red Line split-platform West Baltimore MARC Station's north platform would be built across West Franklin Street, approximately 50 feet south of the boundary and to the east of the existing MARC West Baltimore Station (sharing a similar name) that services Amtrak and MARC commuter trains. The station would be aboveground and at the existing MARC station in the current parking area; the station would consist of two platforms, each approximately 190 feet long and 15 feet wide with a partial canopy. The Red Line Project alignment, which splits onto both Franklin and Mulberry streets in this area, would include a single westbound track that runs directly in front of and south of the American Ice Company Building's historic property boundary; sidewalk improvements would also occur. Project features that would be visible from the American Ice Company Building include the north station platform, track, overhead catenary lines, support poles, and lighting.

No physical impacts to the American Ice Company Building would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, or workmanship would occur.

The American Ice Company Building does not retain integrity of setting because of changes to surrounding buildings, new construction, and adjacent roadway changes, most notably the construction of the subsurface US 40 alignment; although select project components would be visible from the building, the historic setting has already been compromised. Because there is no integrity of setting, no visual effects to the district were identified. Therefore, project implementation would have no effect to the American Ice Company Building's integrity of setting.

The American Ice Company Building retains integrity of feeling and association. Character-defining features that convey the building's expression of its aesthetic and period in time, as well as its association with ice production in Baltimore, are present. The Red Line Project would not alter the building's ability to convey its significance in these areas. Therefore the project will have no effect on the American Ice Company Building's integrity of feeling and association.

Based on this evaluation, the Red Line Project would have **no effect** to the American Ice Company Building.

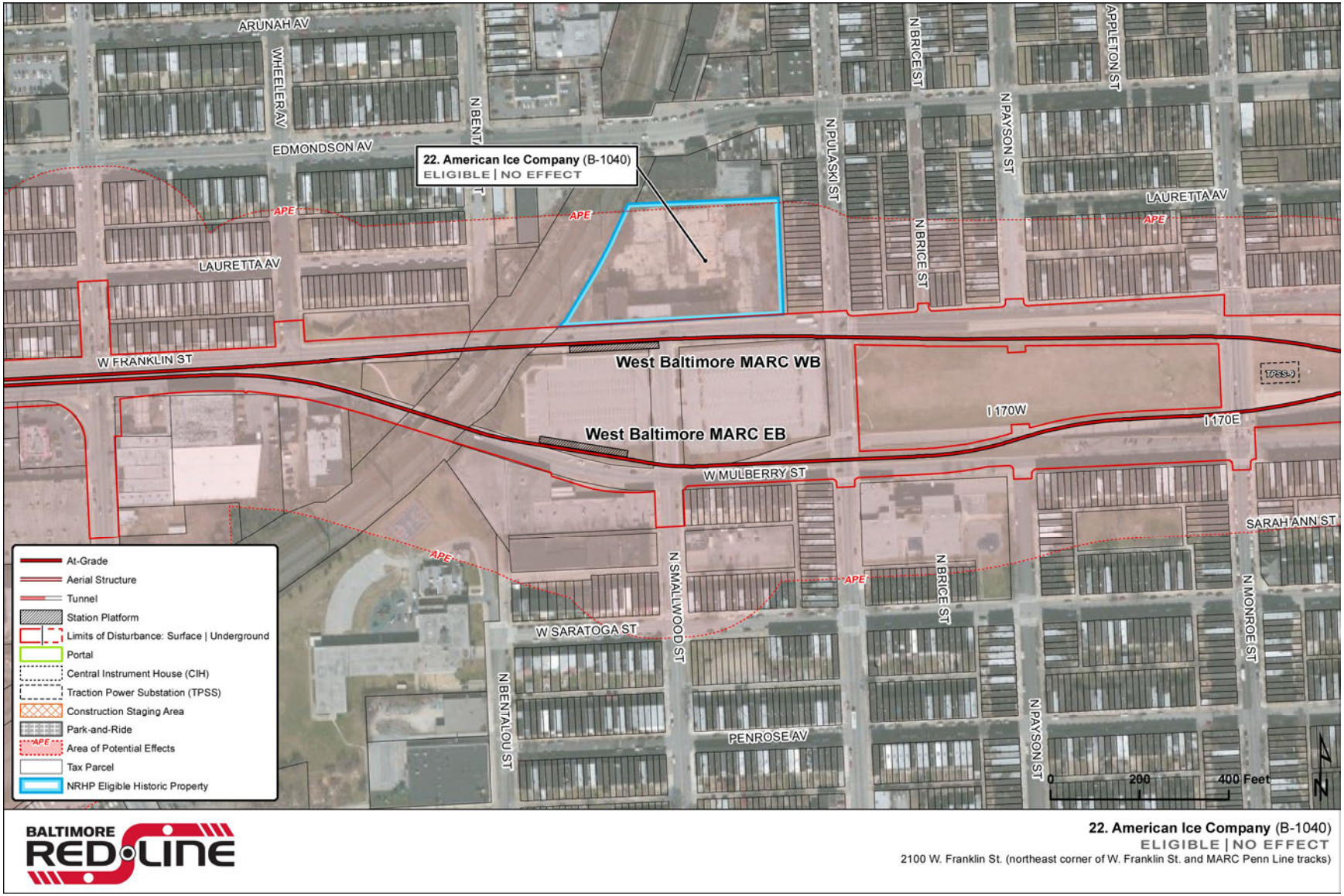


Figure 139. Proposed project in vicinity of the American Ice Company

Figure 140. View northwest toward the proposed at-grade alignment on West Franklin Street and the American Ice Company Building


Figure 141. View southeast toward the proposed at-grade alignment on West Franklin Street from the American Ice Company Building

Figure 142. View northeast toward the proposed westbound West Franklin Street at-grade alignment and station platform (at north end of the parking lot); American Ice Company Building visible to north

23. Monroe-Riggs Historic District
Bound by the Baltimore & Ohio Railroad, West Franklin Street, Kirby Lane, and McKean Avenue
MIHP No. B-5118

The Monroe-Riggs Historic District is comprised of middle- and working-class row houses dating primarily from 1890 to 1915 and demonstrates the westward growth of Baltimore. Most of the row houses were constructed in a modest, Italianate style with minimal ornamentation. Although considered part of Old West Baltimore, Monroe-Riggs remained a white neighborhood through the 1930s, while Old West Baltimore east of North Fulton Avenue had become an African American neighborhood. The district is considered distinctly separate from the Old West Baltimore Historic District. The Monroe-Riggs Historic District was determined eligible for listing in the NRHP under Criterion A for its association with the westward expansion of Baltimore in the late nineteenth and early twentieth centuries, and under Criterion C for its collection of modest Italianate row houses. The western portion of the NRHP-eligible Harlem Park Historic District is also located within the Monroe-Riggs Historic District.

In the vicinity of the Monroe-Riggs Historic District, Red Line Project implementation would include the installation of the alignment along West Franklin Street, also the district's southern NRHP boundary. The alignment, consisting of westbound tracks and the catenary system, including support poles, wires, and some lighting, would be installed within West Franklin Street's rights-of-way and would transition to the below-grade US 40 extension. Nearly all of the project work would occur outside of the historic district. However, small sections of the LOD enter the historic district's boundary on north-south streets' rights-of-way north of West Franklin Street; these encroachments on the streets extend about 15 feet. All project work would be on existing streets; no parcels containing built resources or contributing resources would be impacted. One station and one traction power substation are planned near the district's boundaries. The Red Line split-platform West Baltimore MARC Station's north platform would be located approximately 280 feet southwest of the district's southwestern NRHP boundary. The station would be aboveground and consist of two platforms, each approximately 190 feet long and 15 feet wide with a partial canopy. The traction power substation would be located approximately 140 feet south of the historic district's south boundary and within the below-grade US 40 alignment's median.

Although project activity is proposed within the Monroe-Riggs Historic District's NRHP boundary, the intrusion would be minor and would be contained within existing rights-of-way on existing streets. No project activity would physically impact any contributing properties within the district. Therefore, no adverse effects to the district's integrity of location, design, materials, and workmanship would occur.

The Monroe-Riggs Historic District does not retain integrity of setting in the project vicinity; the construction of the below-grade US 40 extension has diminished the integrity of setting. Although project elements would be visible from some properties within the district, especially those along West Franklin Street, the proposed project facilities, including the alignment, catenary system, station, and traction power substation, represent minor alterations to the district's visual setting in this area. The station would be approximately 280 feet from the

district and would not impact it visually. No historically significant views to or from the district remain in this area. Therefore, project implementation would have no effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a late-nineteenth- to early-twentieth-century residential neighborhood with Italianate architecture or its association with Baltimore's suburban development. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to the Monroe-Riggs Historic District.

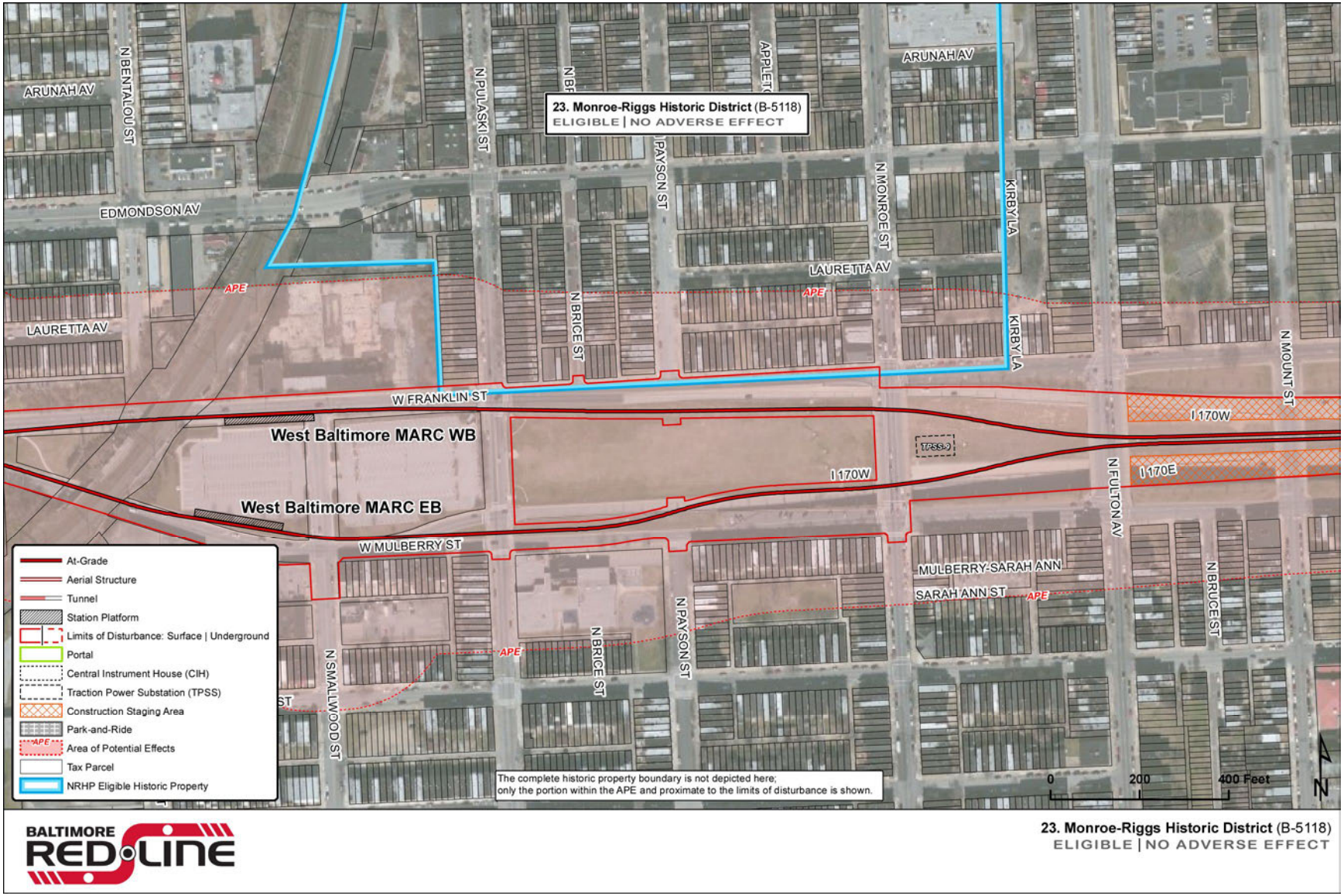


Figure 143. Proposed project in vicinity of the Monroe-Riggs Historic District

Figure 144. View west from the proposed alignment on West Franklin Street toward the Monroe-Riggs Historic District at North Brice Street

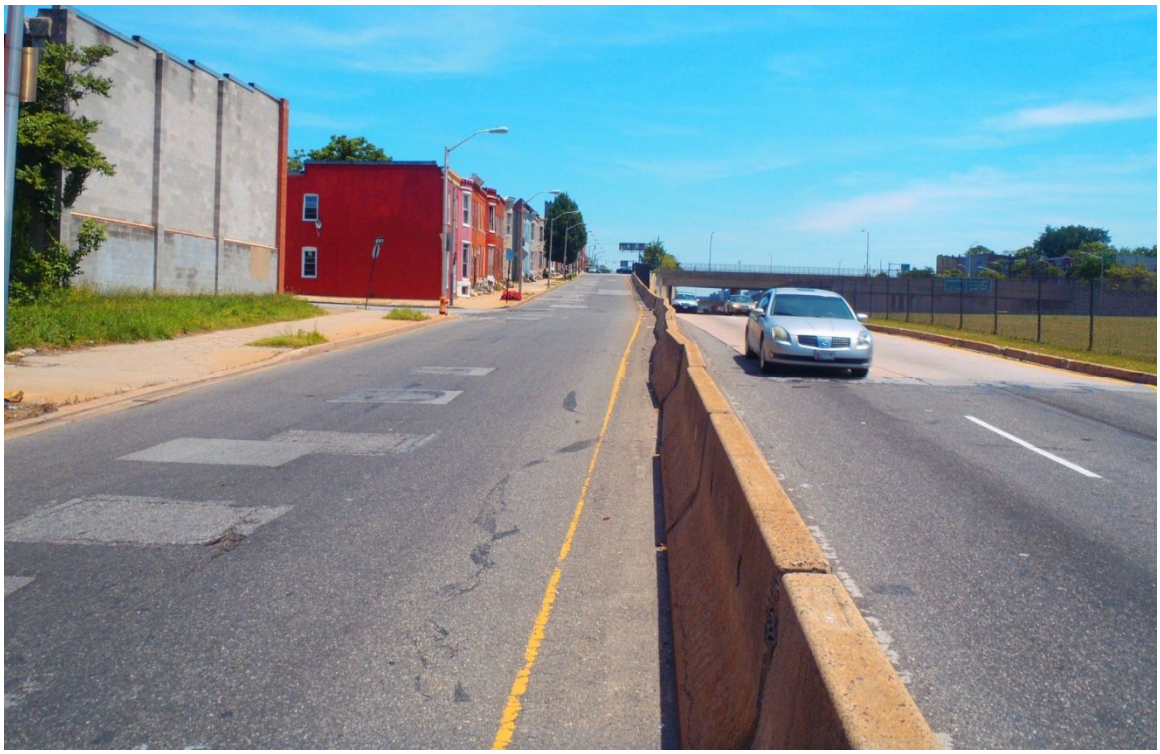


Figure 145. View east from the proposed alignment on West Franklin Street toward the Monroe-Riggs Historic District at North Payson Street

Figure 146. View southeast toward the proposed alignment on West Franklin Street (at North Payson Street) from the Monroe-Riggs Historic District

Figure 147. View northwest toward the North Monroe Street bridge, and to the proposed alignment and traction power substation within US 40; the Monroe-Riggs Historic District is in background to left

24. Bon Secours Historic District

Irregularly shaped district roughly bounded by West Mulberry Street on the north, West Baltimore Street on the south, West Monroe Street on the east, and Wheeler Avenue on the west
MIHP No. B-5117

The Bon Secours Historic District comprises two-story brick row houses built for both middle- and working-class families from the 1890s through the 1940s. These residences display an impressive variety of architectural details applied to the row house form. These stylistic elements include Italianate, Richardsonian Romanesque, Colonial Revival, Arts and Crafts, and Spanish Revival ornamentation. The Bon Secours Historic District was determined eligible for listing in the NRHP under Criterion A for its association with residential row house development patterns in Baltimore. It is also eligible under Criterion C for the vast array of architectural styles applied to the iconic Baltimore row house form.

Red Line Project activity near and north of the Bon Secours Historic District would occur along only a small portion of the large historic district; small areas of the historic district are within the current project LOD along West Mulberry Street but are not within the parcels of contributing buildings. Project activity within the district would be limited to minor improvements to existing streets and curbs, including construction of a bus pad near the northeast end of the historic district. Two blocks fronting Mulberry Street, from North Smallwood Street to North Pulaski Street and from North Payson Street to North Monroe Street would face the alignment. At this area, project features that would be visible from the Bon Secours Historic District include track and the overhead catenary lines and associated support poles; a portion of the alignment would be located within the below-grade US 40 extension and would not be visible from the historic district. The Red Line split-platform West Baltimore MARC Station's south platform would be located approximately 100 feet northwest of the historic district's northwest corner and in the existing MARC West Baltimore station's parking lot; the platform would be approximately 190 feet long and 15 feet wide with a partial canopy. A traction power substation would be located approximately 150 feet northeast of the district's northeast corner and within below-grade US 40's median.

Only minor physical impacts to existing rights-of-way are planned within the historic district and would not impact contributing parcels. Therefore, no adverse effects to the district's integrity of location, design, materials, or workmanship would occur.

The Bon Secours Historic District does not retain integrity of setting in the area of project implementation outside of the district because of changes to surrounding buildings, new construction, non-historic parking lots, and adjacent roadway changes, most notably the construction of the subsurface US 40 alignment. Although select project components would be visible from some parts of the district, the historic setting has already been compromised in this area. Because there is no integrity of setting in this location, project implementation would have no effect to the Bon Secours Historic District's setting.

The Bon Secours Historic District retains integrity of feeling and association. Character-defining features that convey the buildings' expression of their aesthetic and period in time, as well as their association with late-nineteenth- and early-twentieth-century residential row house

development in Baltimore, are present. The Red Line Project would not alter the district's ability to convey its significance in these areas. Therefore the project will have no effect on the Bon Secours Historic District's integrity of feeling and association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to the Bon Secours Historic District.

Figure 148. Proposed project in vicinity of the Bon Secours Historic District

Figure 149. View northwest from the Bon Secours Historic District toward the proposed at-grade alignment on West Mulberry Street (at North Smallwood Street)

Figure 150. View southeast toward the proposed at-grade alignment on West Mulberry Street (at the US 40 eastbound on-ramp) and to the Bon Secours Historic District

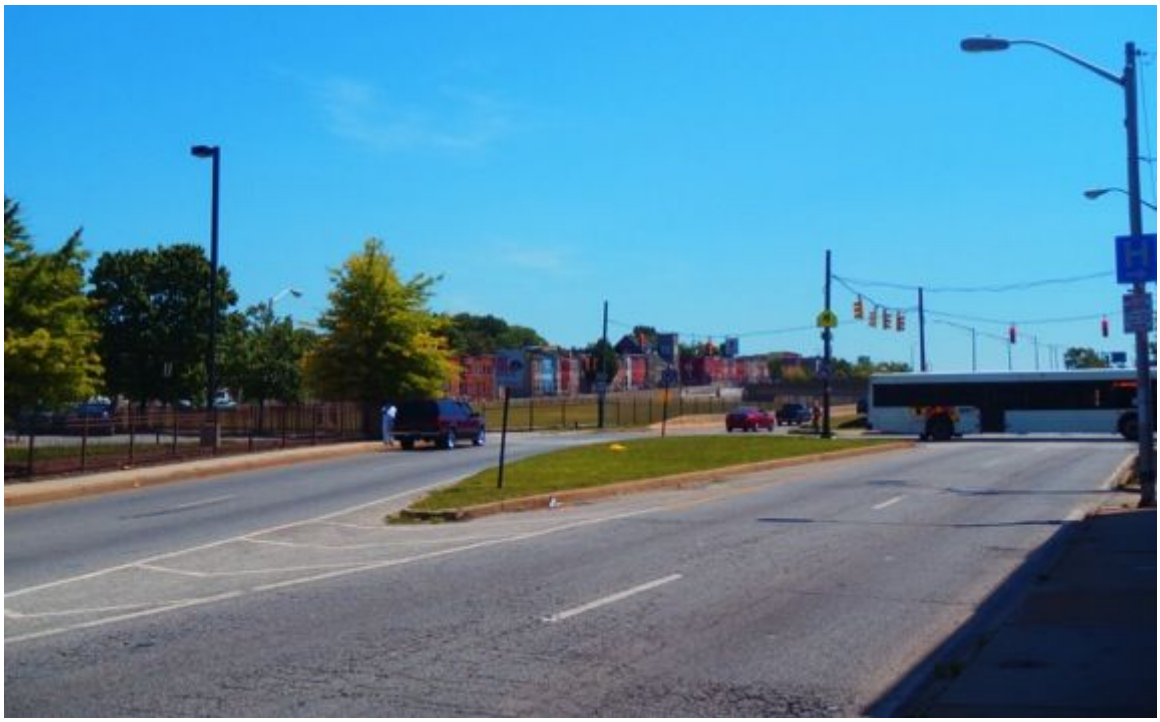


Figure 151. View northeast from the Bon Secours Historic District toward the proposed at-grade alignment on West Mulberry Street (at the US 40 eastbound on-ramp)

25. Franklin Square Historic District
Roughly bounded by West Mulberry Street on the north, West Baltimore Street on the south, North Carey Street on the east, and North Monroe Street on the west
MIHP No. B-3610

The Franklin Square Historic District is a collection of nineteenth-century row houses built on a formal grid pattern; most houses are three stories and clad in brick with architectural details adorning the facades. A central public park, Franklin Square, is flanked by more elaborate residences. The Franklin Square Historic District was listed in the National Register of Historic Places in 1982. The district was listed under Criterion A for its association with community planning in Baltimore and also under Criterion C for its examples of row house architecture, the defining residential form in Baltimore. The historic district boundaries are shown on the accompanying map. The Franklin Square Historic District contains 1,300 buildings, and 1,250 are contributing resources. A very small portion of the district is within the Red Line Project's APE; only approximately 80 contributing buildings are within the APE, primarily along Mulberry Street.

Red Line Project activity near the Franklin Square Historic District consists of the construction of the alignment north of the district and within the below-grade US 40 roadway, as well as the above-ground Harlem Park Station that would be built approximately 135 feet north of the district and in US 40's subsurface median. US 40 is a below-grade, six-lane divided freeway at this location. The station would consist of a platform that is approximately 190 feet long and 15 feet wide with a partial canopy. Other proximate project components would include trackwork, overhead catenary lines, and support poles, some with lighting, which would run parallel to the historic district boundary along the below-grade US 40 roadway.

No physical impacts to the Franklin Square Historic District would occur; project activity within the district's NRHP boundary would be limited to two areas in the existing roadbed right-of-way on North Calhoun and North Carey streets. Work that would occur here would be limited to minor curb improvements only and would not impact any contributing buildings. Therefore, no adverse effects to the historic district's integrity of location, design, materials, or workmanship would occur.

The Franklin Square Historic District retains integrity of setting within the district; however, the US 40 alignment has altered the setting north and outside of the district and destroyed the district's relationship with surrounding neighborhoods to the north by bisecting the area. Locating a station in US 40's median, which is located across Mulberry Street and is below grade, would not impact historically significant viewsheds to or from the district; the station would only be minimally visible from a few select properties within the district given the grade separation. Adding trackwork, poles, and catenary lines, as well as a TPSS on the busy roadway would have no effect on the Franklin Square Historic District's setting. Therefore, project implementation would have no adverse effect to the Franklin Square Historic District's integrity of setting.

The Franklin Square Historic District retains integrity of feeling and association. Character-defining features that convey the neighborhood's expression of its aesthetic and period in time,

as well as its association with Baltimore's residential development history, are present and would not be affected by the Red Line Project. The project would have no adverse effect on the integrity of feeling and association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to the Franklin Square Historic District.

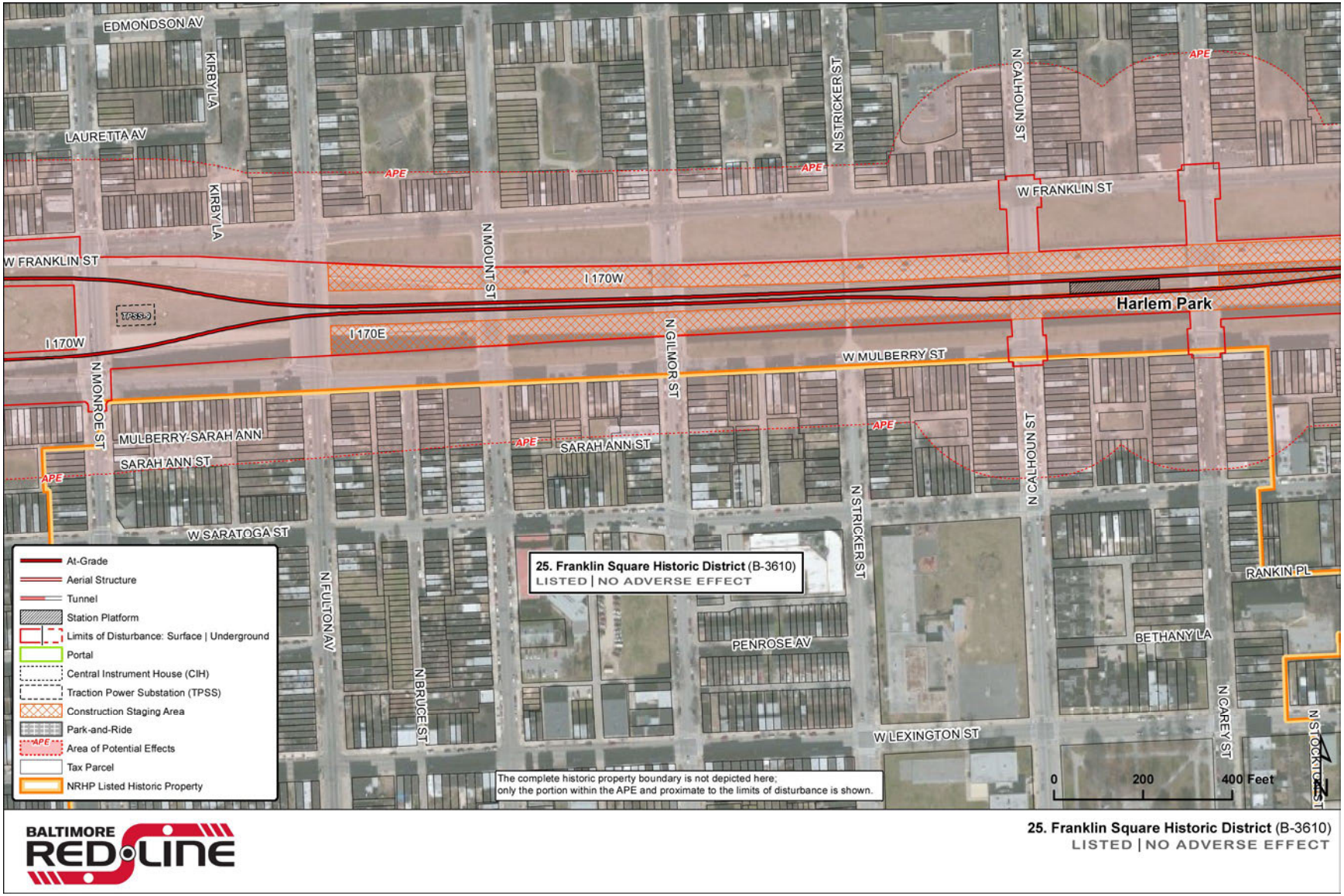


Figure 152. Proposed project in vicinity of Franklin Square Historic District

Figure 153. View southwest toward the Franklin Square Historic District (between North Monroe and North Fulton Avenues) from near the proposed alignment on US 40

Figure 154. View northwest from the Franklin Square Historic District (near Fulton Avenue) toward the proposed alignment on US 40

Figure 155. View northeast from the Franklin Square Historic District (at North Fulton Avenue) toward the proposed alignment on US 40

Figure 156. View southwest from near the proposed alignment on US 40 toward the Franklin Square Historic District between North Stricker and North Calhoun streets

Figure 157. View northwest toward the proposed alignment on US 40 from the Franklin Square Historic District between North Stricker and North Calhoun streets

Figure 158. View northeast toward the proposed alignment on US 40 from the Franklin Square Historic District between North Stricker and North Calhoun streets; the proposed Harlem Park Station and a traction power substation are within this below-grade section of US 40

26. Harlem Park Historic District

Bounded by West Franklin Street, North Monroe Street, West Lanvale Street, North Gilmore Street, Edmondson Avenue, North Calhoun Street, and North Fremont Avenue.
MIHP No. B-1320

The Harlem Park Historic District is an example of Baltimore neighborhood planning centered around a large park. During the mid- to late nineteenth century, Baltimore real estate developers donated public parks and landscaped boulevards to the city. As a result, the city acquired public parkland and developers increased residential land values. The Harlem Park Historic District contains traditional, brick row houses, with some exhibiting more ornate features. The district was determined eligible for listing in the NRHP under Criterion A for its association with nineteenth-century neighborhood development in Baltimore and under Criterion C for its park-centered neighborhood design. The Harlem Park Historic District is substantially located within the NRHP-listed Old West Baltimore Historic District and partially within the NRHP-eligible Monroe-Riggs Historic District.

Red Line Project activity in the vicinity of the Harlem Park Historic District would occur primarily within the below-grade US 40 segment, along the district's south NRHP boundary. Project components would include dual trackwork, overhead catenary lines, and support poles. The proposed Harlem Park Station, which would include an aboveground platform that is approximately 190 feet long and 15 feet wide with a partial canopy, would be located 215 feet south of the district's NRHP boundary and within the US 40 median, directly at the district's midpoint fronting West Franklin Street. Two traction power substations and a central instrument house would also be within the below grade section of US 40. The project's LOD is within the historic district in two very small areas on West Franklin Street; it extends approximately 10 feet into the district at these locations and within existing roadway right-of-way.

No physical impacts to contributing resources within the Harlem Park Historic District would occur; aboveground work would extend into the historic district boundary within existing rights-of-way only on existing roadways. Therefore, no adverse effects to the district's integrity of location, design, materials, and workmanship would occur.

The Harlem Park Historic District does not retain integrity of setting outside of its NRHP boundaries; the construction of the below-grade US 40 extension has permanently altered the historic setting along the district's south NRHP boundary. Although project components, including the proposed station, traction power substations, central instrument house, trackwork, and the catenary system, would be minimally visible from select properties, these project facilities would represent a minor alteration to the district's already compromised visual setting. Therefore, project implementation would have no effect to the district's integrity of setting.

No project activity would alter the district's feeling as a residential neighborhood planned around a park, or its association with the various represented architectural styles and with residential planning efforts in Baltimore. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to the Harlem Park Historic District.

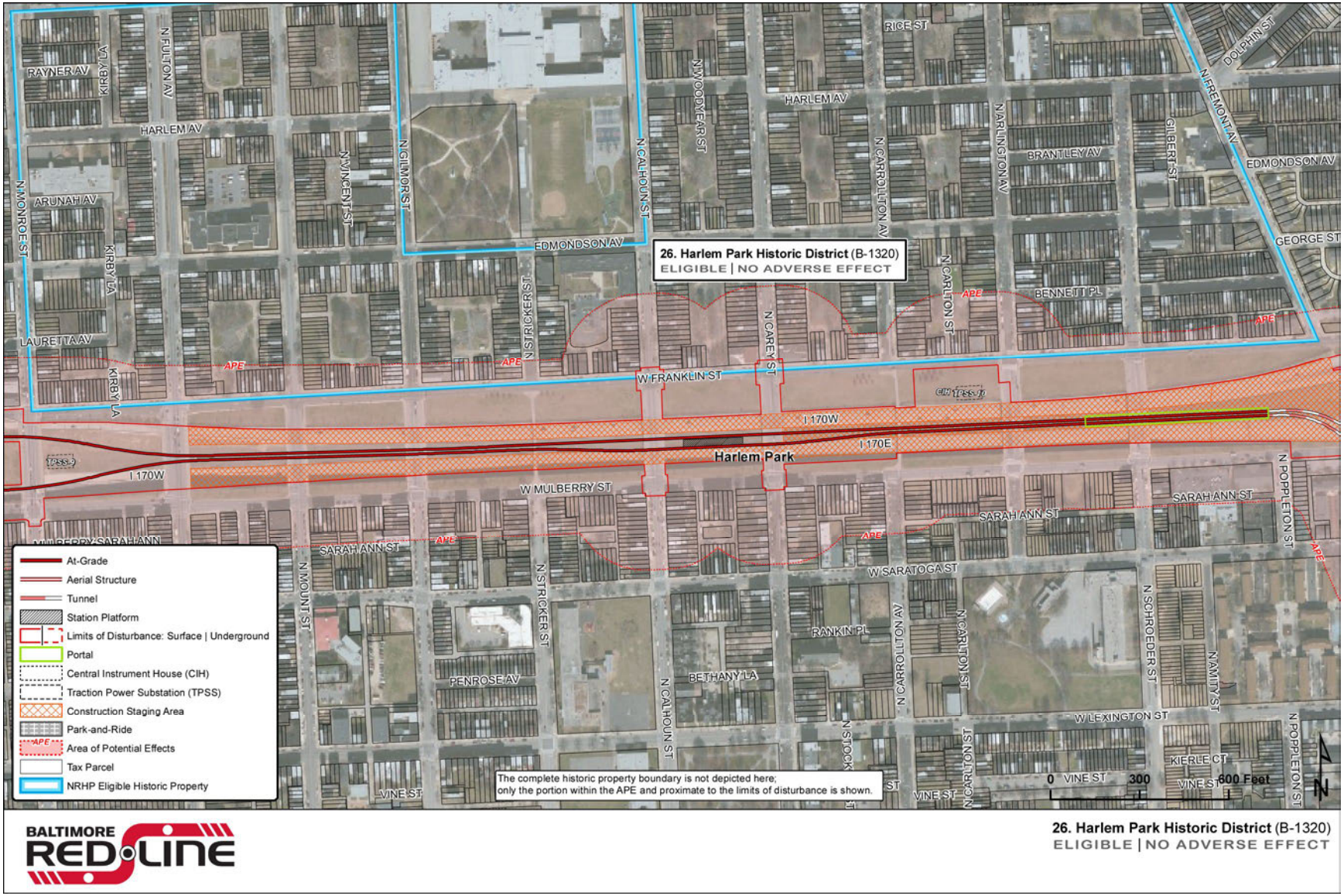


Figure 159. Proposed project in vicinity of the Harlem Park Historic District

Figure 160. View northwest toward the North Monroe Street bridge, and the proposed alignment and a traction power substation within US 40; the Harlem Park Historic District is in background to north

Figure 161. View northeast from near the proposed alignment on US 40 between North Mount and North Gilmor streets toward the Harlem Park Historic District

Figure 162. View southwest toward the proposed alignment on US 40 from the Harlem Park Historic District between North Mount and North Gilmor streets


Figure 163. View southeast toward the proposed alignment on US 40 from the Harlem Park Historic District between North Mount and North Gilmor streets

Figure 164. View northwest toward the Harlem Park Historic District from near the proposed alignment and Harlem Park Station on US 40 (between North Calhoun and North Carey streets)

Figure 165. View southwest toward the proposed alignment on US 40 from the Harlem Park Historic District between North Calhoun and North Carey streets

Figure 166. View south from the Harlem Park Historic District between North Calhoun and North Carey streets toward the proposed alignment and Harlem Park Station on US 40

Figure 167. View northwest from near proposed alignment, traction power substation, and central instrument house on US 40 (between North Carrollton and North Arlington avenues) toward Harlem Park Historic District

Figure 168. View southwest toward the proposed alignment on US 40 from the Harlem Park Historic District between North Carrollton and North Arlington avenues

Figure 169. View south toward the proposed alignment, a traction power substation, and a central instrument house on US 40 from the Harlem Park Historic District between North Carrollton and North Arlington avenues

Figure 170. View southeast toward the proposed alignment on US 40 from the Harlem Park Historic District between North Carrollton and North Arlington avenues

27. Old West Baltimore Historic District
Bounded roughly by West Franklin Street, North Fulton Avenue, West North Avenue, Morris Street, and Dolphin Street
MIHP No. 1373

The Old West Baltimore Historic District is a neighborhood consisting primarily of row houses, but includes grand mansions, alley houses, churches, public buildings, commercial buildings, and landscaped squares. Beginning in the 1890s, African Americans began moving into the neighborhood, making Old West Baltimore the city's premier early African American neighborhood. Within the Old West Baltimore community, African Americans in Baltimore gained political power, started businesses, and spearheaded social progress. The Old West Baltimore Historic District was listed in the NRHP under Criterion A for its association with the developing prosperity and influence of African Americans in Baltimore, and under Criterion C because of its varying streetscapes that represent the evolving character of the district from scattered country estates to an urban row house neighborhood. A large portion of the NRHP-eligible Harlem Park Historic District is located within the Old West Baltimore Historic District.

Red Line Project activity in the vicinity of the Old West Baltimore Historic District would occur primarily within the below-grade US 40 segment, along the district's south NRHP boundary. Project components would include dual trackwork, overhead catenary lines, and support poles. The proposed Harlem Park Station, which would include an aboveground platform approximately 190 feet long and 15 feet wide with a partial canopy, would be located approximately 215 feet south of the district's NRHP boundary and within the US 40 median, directly at the midpoint of the district's frontage on West Franklin Street. Two traction power substations and a central instrument house are also proposed within the below grade section of US 40. The project's LOD is within the historic district in two very small areas on West Franklin Street; it extends approximately 10 feet into the district at these locations and within existing roadway right-of-way. Work would include curb improvements.

No physical impacts to contributing resources within the Old West Baltimore Historic District would occur; aboveground work would extend into the historic district boundary within existing rights-of-way only on existing roadways. Therefore, no adverse effects to the district's integrity of location, design, materials, and workmanship would occur.

The Old West Baltimore Historic District does not retains integrity of setting outside of its NRHP boundaries; the construction of the below-grade US 40 extension has permanently altered the historic setting along its south NRHP boundary. Although project components, including the proposed station, traction power substations, central instrument house, trackwork, and the catenary system, would be minimally visible from select properties, these project facilities represent a minor alteration to the district's already compromised visual setting. Therefore, project implementation would have no effect to the district's integrity of setting.

No project activity would alter the district's feeling as a collection of significant late-nineteenth-century housing, or its association with the various represented architectural styles and with historic African American suburban community expansion in Baltimore. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to the Old West Baltimore Historic District.

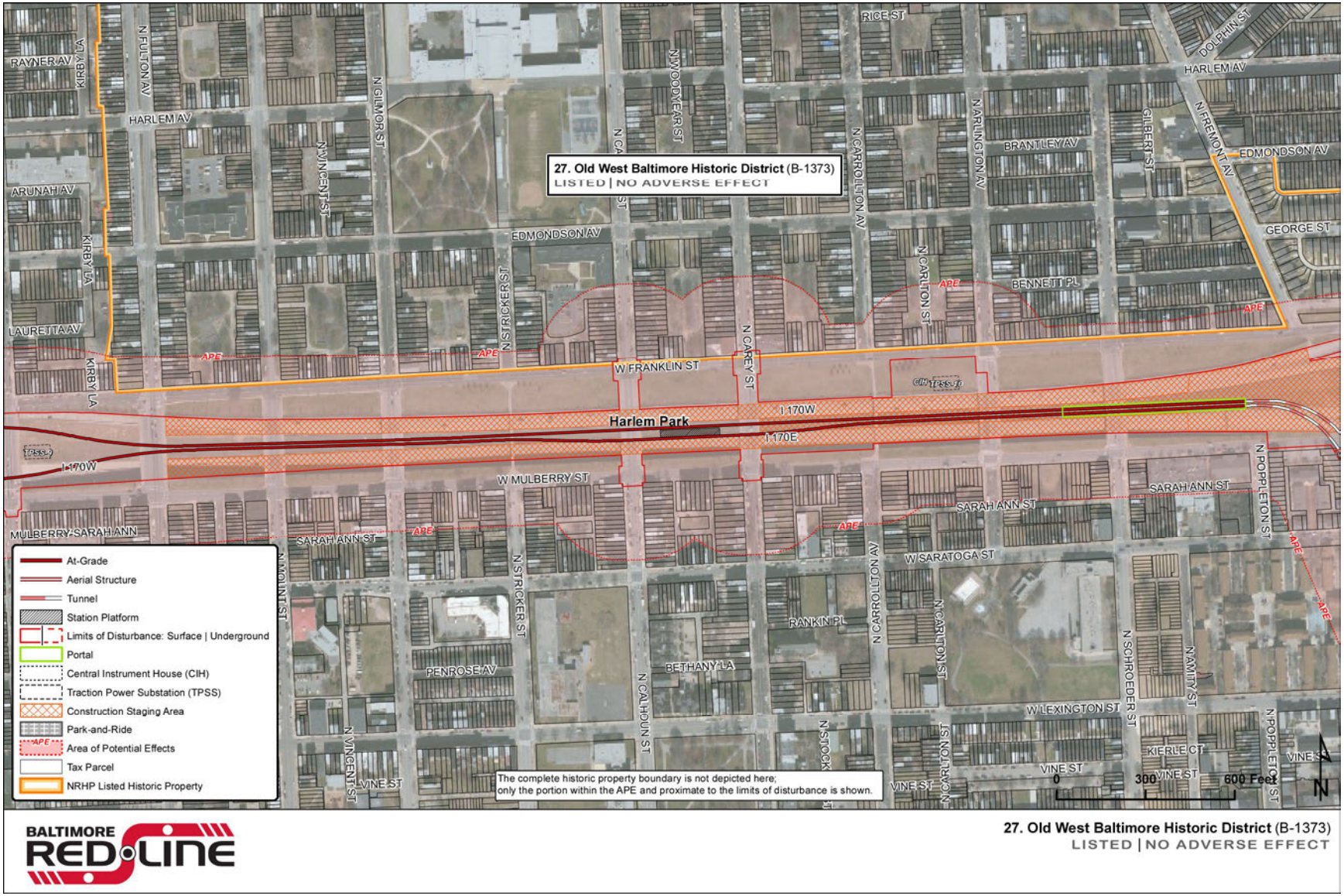


Figure 171. Proposed project in vicinity of the Old West Baltimore Historic District

Figure 172. View southwest from the Old West Baltimore Historic District near North Fulton Avenue toward the proposed alignment and a traction power substation on US 40

Figure 173. View northeast toward the Old West Baltimore Historic District from near the proposed alignment on US 40 between North Mount and North Gilmor streets

Figure 174. View southwest toward the proposed alignment on US 40 from the Old West Baltimore Historic District between North Mount and North Gilmor streets


Figure 175. View southeast toward the proposed alignment on US 40 from the Old West Baltimore Historic District between North Mount and North Gilmor streets

Figure 176. View northwest toward the Old West Baltimore Historic District from near the proposed alignment and Harlem Park Station on US 40 between North Calhoun and North Carey streets

Figure 177. View southwest from Old West Baltimore Historic District between North Calhoun and North Carey streets toward the proposed alignment on US 40

Figure 178. View south from the Old West Baltimore Historic District between North Calhoun and North Carey streets toward the proposed alignment and Harlem Park Station on US 40

Figure 179. View northwest toward the Old West Baltimore Historic District from near the proposed alignment, traction power substation, and a central instrument house on US 40 between North Carrollton and North Arlington avenues

Figure 180. View southwest toward the proposed alignment on US 40 from the Old West Baltimore Historic District between North Carrollton and North Arlington avenues

Figure 181. View south toward the proposed alignment, a traction power substation, and a central instrument house on US 40 from the Old West Baltimore Historic District between North Carrollton and North Arlington avenues

Figure 182. View southeast toward the proposed alignment on US 40 from the Old West Baltimore Historic District between North Carrollton and North Arlington Avenues

28. Sarah Ann Row Houses
1102-1124 Sarah Ann Street
MIHP No. 2427

The Sarah Ann Row Houses is comprised of ten 1870s alley houses. An example of nineteenth-century Baltimore housing block planning, alley houses were constructed along alleys behind larger row houses to house several economic classes in a single neighborhood. The Sarah Ann Row Houses survived a Baltimore demolition campaign in the late 1990s that aimed to eliminate vacant and abandoned row houses, razing approximately 5,800 alley houses in the process. The Sarah Ann Row Houses were determined eligible for listing in NRHP under Criterion A for their association with Baltimore's nineteenth-century housing types and also their avoidance of the demolition program and preservation.

In the vicinity of the Sarah Ann Row Houses, Red Line Project implementation would include the installation of the alignment along the center median of US 40, which is a six-lane, divided freeway at this location and located substantially below grade. The alignment, consisting of dual tracks and the catenary system, including support poles, wires, and some lighting, would be installed within US 40's right-of-way approximately 245 feet north of the properties' northern NRHP boundary. A traction power substation and central instrument house would be located approximately 350 feet north of the properties' northern NRHP boundary in US 40's right-of-way. Screening measures may be implemented to minimize any potential visual impacts, if appropriate. No planned stations are proximate to the properties.

No physical impacts to the Sarah Ann Row Houses would occur; no project activity is proposed within the properties' NRHP boundary. Therefore, no effects to the properties' integrity of location, design, materials, and workmanship would occur.

The Sarah Ann Row Houses no longer retain integrity of setting due to the construction of US 40 approximately 150 feet north of the row houses and demolition of the surrounding neighborhood. Furthermore, the alignment, overhead catenary system, central instrument house, and traction power substation would not be visible from the properties and would occur outside the NRHP boundary. US 40 is located substantially below grade at this location, and project implementation would take place at the same depth. In addition, the Sarah Ann Row Houses are oriented south and away from the Red Line Project alignment. No historically significant views to or from the properties would be obscured by project implementation. Because no views would be obscured, no visual effects to the properties were identified. Therefore, project implementation would have no effect to the Sarah Ann Row Houses' integrity of setting.

Furthermore, no project activity would alter the Sarah Ann Row Houses' feeling as a collection of nineteenth-century alley houses, or their avoidance of Baltimore's demolition program of the late 1990s. Therefore, project implementation would have no effect to the properties' integrity of feeling or association.

Based on this evaluation, the Red Line Project would have **no effect** to the Sarah Ann Row Houses.

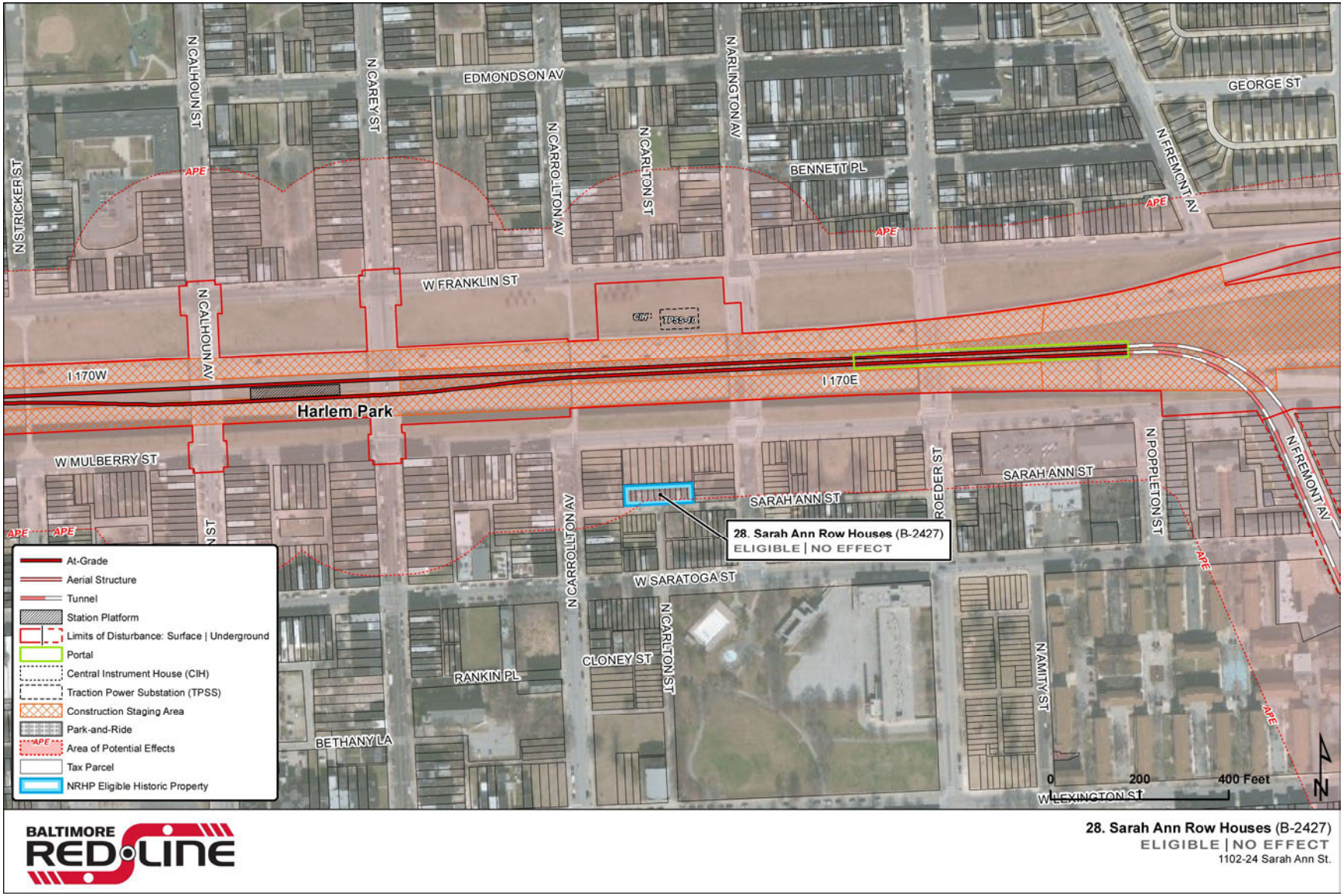


Figure 183. Proposed project in vicinity of the Sarah Ann Row Houses

Figure 184. View southeast toward the Sarah Ann Row Houses from near the proposed alignment, a traction power substation, and a central instrument house on US 40

Figure 185. View northwest toward the proposed alignment on US 40 from the Sarah Ann Row Houses

Figure 186. View north from the Sarah Ann Row Houses toward the proposed alignment, a traction power substation, and a central instrument house on US 40

Figure 187. View northeast toward the proposed alignment on US 40 from the Sarah Ann Row Houses

29. Hollins-Roundhouse Historic District
Approximately West Baltimore Street to Schroeder Streets, Schroeder Street to Lombard Street, Lombard Street to Carey Street, Carey Street to Pratt Street
MIHP No. B-5144

The Hollins-Roundhouse Historic District is primarily a residential neighborhood comprised of row houses exhibiting the Italianate and Greek Revival styles and smaller "half houses" and "alley houses" constructed for working-class families. Developed in the nineteenth century, the neighborhood became home to several waves of immigrant populations, including Irish, German, and Lithuanian, who worked in the nearby railroad yard and twentieth-century car-building shops. The district demonstrates typical Baltimore housing block design in the nineteenth century with houses ranging in size and price so families of varying economic means could live in the same area. The district was listed in the NRHP under Criterion A for its association with ethnic immigration to Baltimore in the nineteenth century and early Baltimore rail development, and under Criterion C for its varying architectural forms and styles and typical nineteenth-century Baltimore housing block design. Individually-listed NRHP properties within the district include St. Peter the Apostle Church and Buildings and the Lion Brothers Company Building.

The majority of the Red Line Project components would be underground in the Hollins-Roundhouse Historic District's vicinity; only elements of the proposed Poppleton Station would be aboveground or visible. The station would be located underground approximately 230 feet north of the district's north NRHP boundary. Entrance features would include escalators as well as a fan plant/vent structure that would be four to six stories in height; the precise appearance of these structures, including cladding materials, has not been determined. The station elements would not be visible from the district due to intervening buildings that would completely obstruct any views. The remaining project work would occur underground beneath South Fremont Avenue and South Martin Luther King Jr. Boulevard just outside the district's northeast NRHP boundary.

No physical impacts to the Hollins-Roundhouse Historic District would occur; no project activity is proposed within the district's NRHP boundary. Therefore, no effects to the district's integrity of location, design, materials, and workmanship would occur.

Project implementation would not affect the Hollins-Roundhouse Historic District's setting as all project components in its immediate vicinity would be located underground and would not be visible. Aboveground elements of the proposed Poppleton Station would not be visible from the district due to intervening buildings. No historically significant views to or from the district would be obscured by project implementation, and no character-defining features of the district's setting would be impacted. Because no historically significant views would be obscured, no visual effects to the district were identified. Therefore, project implementation would have no effect to the Hollins-Roundhouse Historic District's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a nineteenth-century neighborhood with varying period architectural forms and styles, or its association with those forms or styles, nineteenth-century Baltimore housing block design, or Baltimore's historical

immigrant populations. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the Red Line Project would have **no effect** to the Hollins-Roundhouse Historic District.

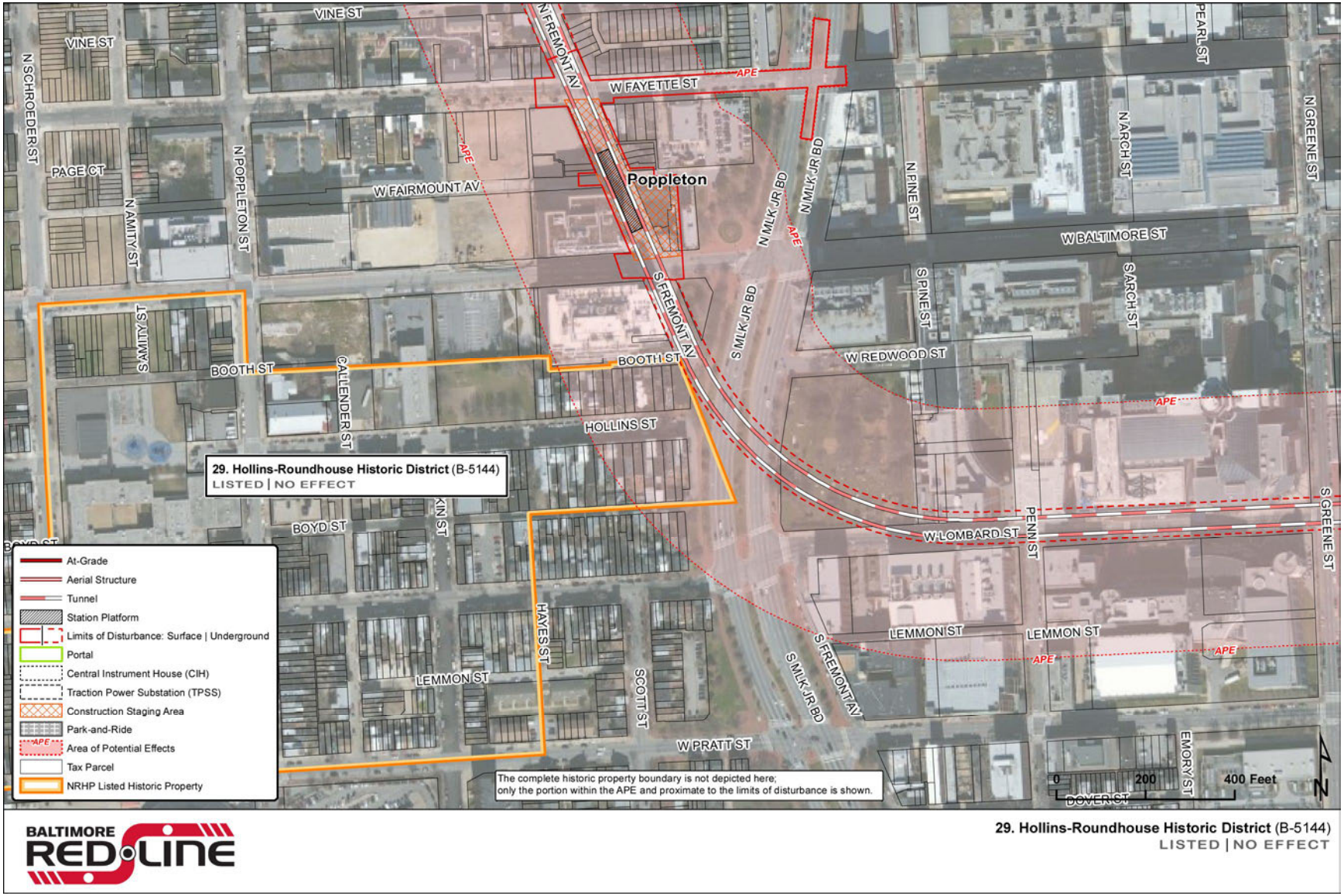


Figure 188. Proposed project in vicinity of the Hollins-Roundhouse Historic District

Figure 189. View southwest toward the Hollins-Roundhouse Historic District (at Hollins Street) from the proposed tunnel alignment beneath Martin Luther King Jr. Boulevard

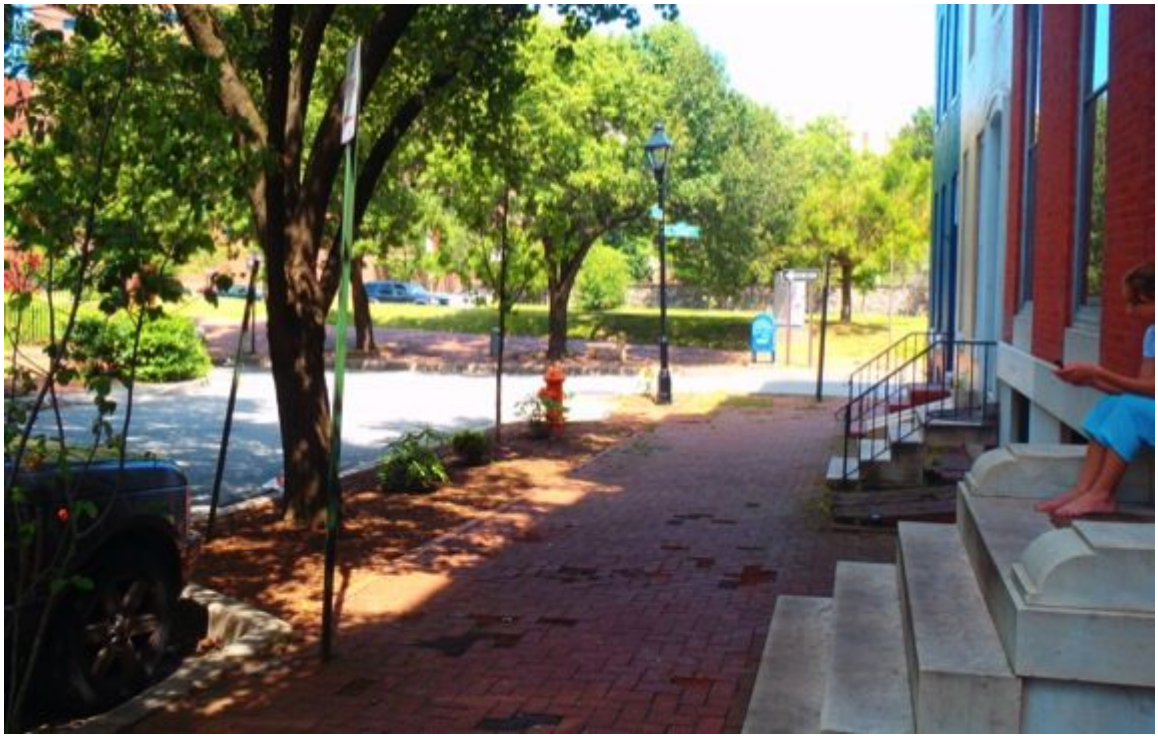


Figure 190. View east from just within the Hollins-Roundhouse Historic District (at Hollins Street) toward the proposed tunnel alignment beneath Martin Luther King Jr. Boulevard

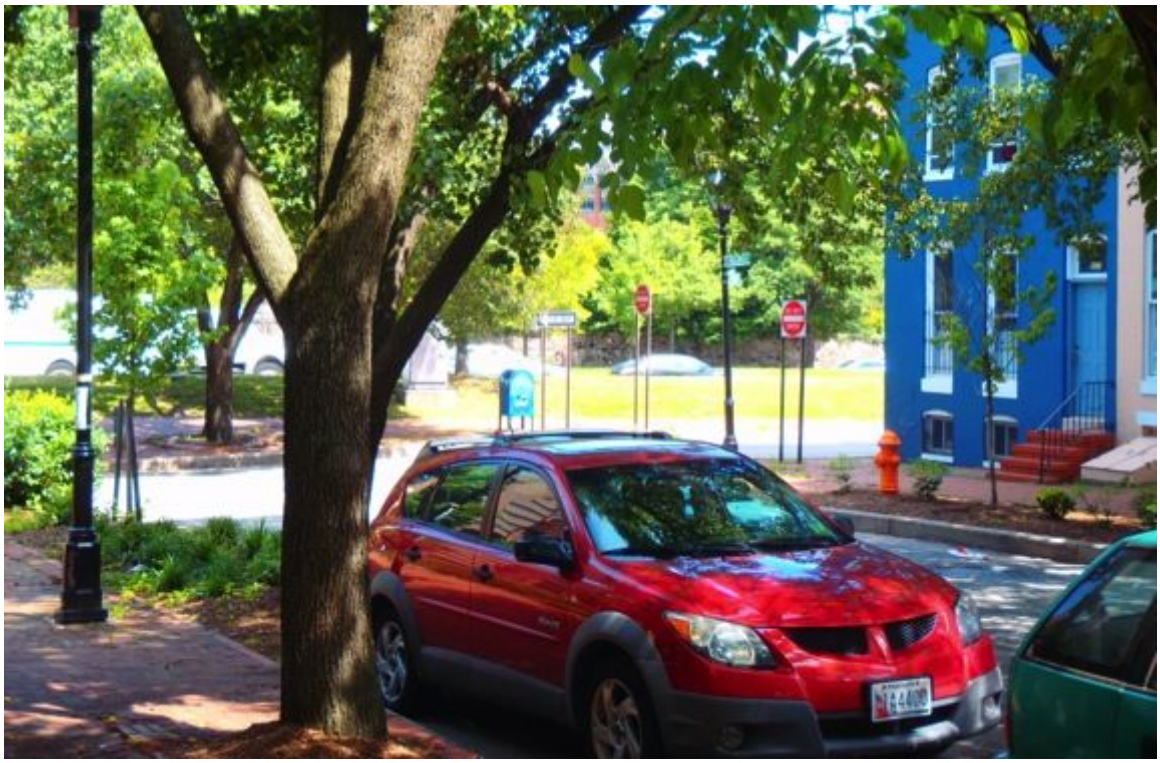


Figure 191. View southeast from just within the Hollins-Roundhouse Historic District (at Hollins Street) toward the proposed tunnel alignment beneath Martin Luther King Jr. Boulevard

30. Fayette Street Methodist Episcopal Church
745-751 West Fayette Street
MIHP No. B-2702

The Fayette Street Methodist Episcopal Church (also known as the Fayette-Bennett Methodist Church, Carter's Temple Church of God in Christ, or the Fayette M.E. Church) is an imposing sacred building constructed of brick with contrasting stone trim. The present building is the result of an extensive 1874 remodeling by renowned architect Edmund Lind, which transformed the existing 1833 church. Well-proportioned, round-arch windows and a round-arch colonnade entrance, all articulated by stone trim, define the facade. Twin mansard-roof towers flank the entrance. The church was determined eligible for listing in the NRHP; the exact date of this determination is not listed in documentation or state data. Although the determination of eligibility does not directly address NRHP criteria, the assessment indicates that the church is eligible under Criterion A and Criteria Consideration A as a prominent Methodist congregation that grew from Lovely Lane Meeting House, and under Criterion C as an example of Lind's excellent design work applied to religious architecture.

Red Line Project activity near the Fayette Street Methodist Episcopal Church would consist of roadway improvements in front of or just north of the church. However, all work would occur outside of the church's historic property boundary. The proposed Poppleton Station would be below ground to the property's southwest with the station entrance located south of the Fayette Street Methodist Episcopal Church's rear elevation. Entrance features would include escalators as well as a fan plant/vent structure that would be four to six stories in height; the precise appearance of these structures, including cladding materials, has not been determined but it would have a square footprint measuring approximately 50 feet by 50 feet. Construction activities are anticipated to last for approximately four years; because of this time span, they are not considered temporary impacts.

No physical impacts to the Fayette Street Methodist Episcopal Church would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, or workmanship would occur.

The Fayette Street Methodist Episcopal Church does not retain integrity of setting because of changes to surrounding buildings, demolition, substantial new construction directly north of the church, and adjacent roadway changes, most notably the construction of Martin Luther King Jr. Boulevard directly east of the church; although the roadway improvements would be visible from the building, the historic setting has already been compromised. The Poppleton Station's location and entrance and the fan plant/vent structure's scale and location across West Fairmount Avenue and a parking lot would not present visual intrusions to the large-scale church that is oriented to the north. Because there is no integrity of setting, the project would have no adverse effect to the Fayette Street Methodist Episcopal Church's setting.

The Fayette Street Methodist Episcopal Church retains integrity of feeling and association. Character-defining features that convey the building's expression of its aesthetic and period in time, as well as its association with religious architecture in Baltimore, are present. The Red Line Project would not alter the building's ability to convey its significance in these areas

although the work is proximate to the historic boundary. Therefore the project would have no adverse effect to the Fayette Street Methodist Episcopal Church's integrity of feeling and association.

Based on this evaluation, the Red Line Project would have **no adverse effect** to the Fayette Street Methodist Episcopal Church.

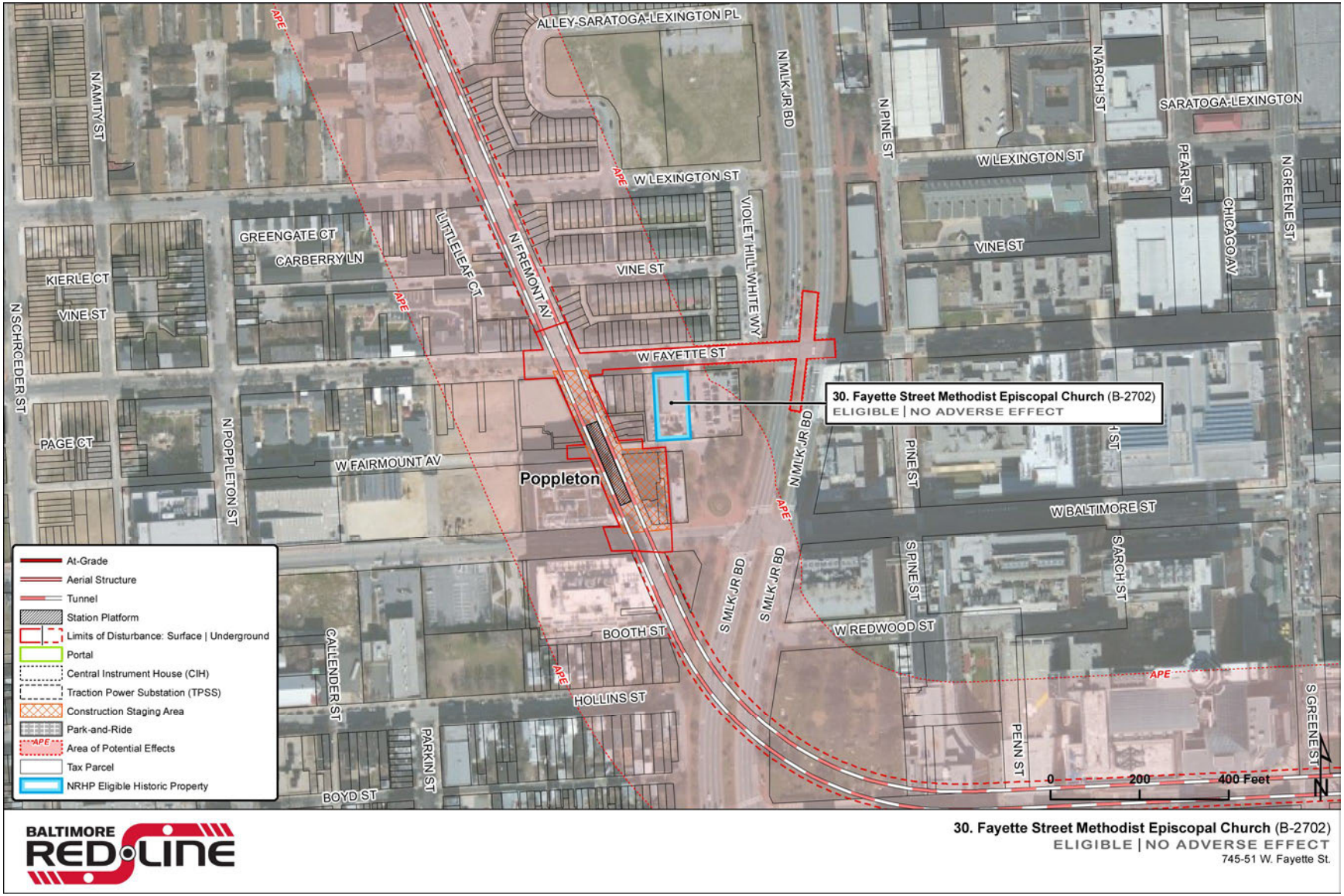


Figure 192. Proposed project in vicinity of Fayette Street Methodist Episcopal Church

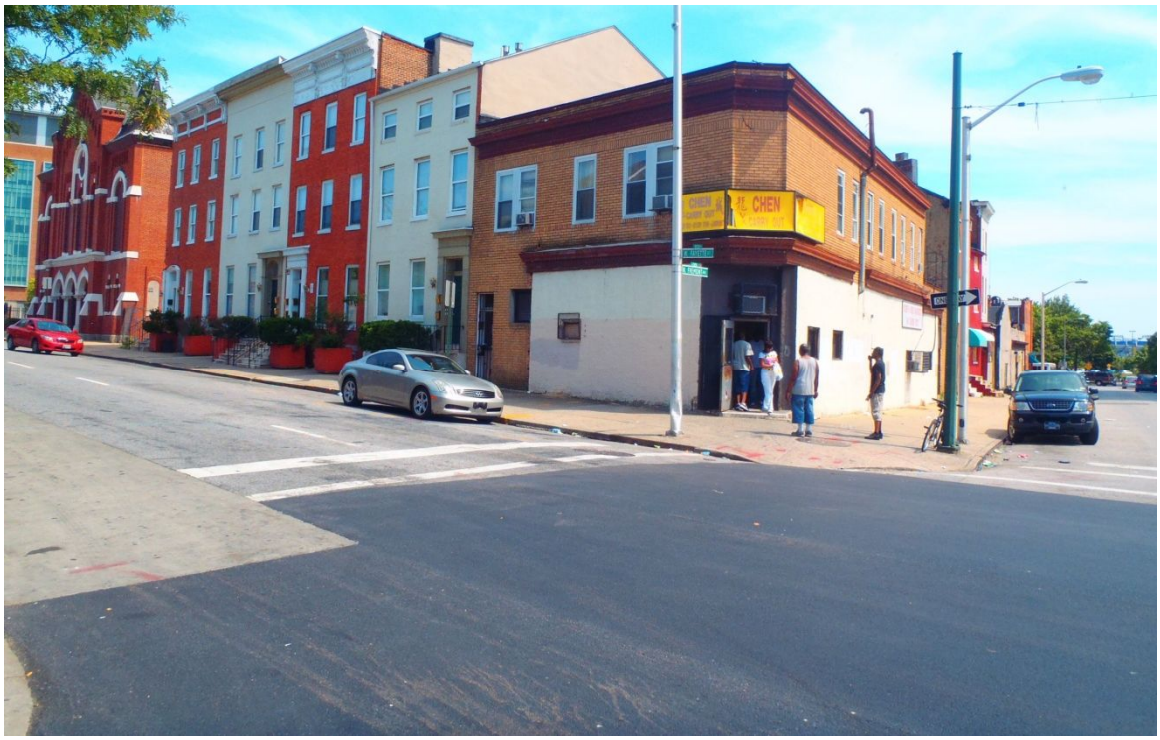


Figure 193. View southeast from the proposed tunnel alignment (beneath North Fremont Avenue) toward the Fayette Street Methodist Episcopal Church (easternmost building)

Figure 194. View west from the Fayette Street Methodist Episcopal Church toward the proposed tunnel alignment beneath North Fremont Avenue